



PROVO MUNICIPAL COUNCIL

Work Meeting

3:00 PM, Tuesday, February 10, 2026
Provo Peaks Conference Room (Room 110)
445 W. Center Street, Provo, UT 84601 or
<https://www.youtube.com/provocitycouncil>

The in-person meeting will be held in the **Council Chambers**. The meeting will be available to the public for live broadcast and on-demand viewing on YouTube and Facebook at: [youtube.com/provocitycouncil](https://www.youtube.com/provocitycouncil) and [facebook.com/provocouncil](https://www.facebook.com/provocouncil). If one platform is unavailable, please try the other. If you do not have access to the Internet, you can join via telephone following the instructions below.

To listen to the meeting by phone: February 10 Work Meeting: Dial 346-248-7799. Enter Meeting ID 818 0228 5355 and press #. When asked for a participant ID, press #.

Agenda

Roll Call

Approval of Minutes

January 27, 2026 Work Meeting

January 27, 2026 Council Meeting

Business

- 1 An ordinance amending the zone map classification of approximately 39 acres of real property, generally located at 2255 N University Parkway from the RC and SC2 zones to the VLDR, LDR, MDR, and SC3 zones. Carterville Neighborhood (PLRZ20250689)
- 2 An ordinance amending the zone map classification of real property, generally located at 1560 South 1100 West, from the A1.5 and RA zones to the General Commercial (CG) and Very Low Density (VLDR) zones. Lakewood Neighborhood. (PLRZ20250028)
- 3 A presentation regarding a City-Wide Economic Development Study (26-016)

Closed Meeting

The Municipal Council or the Governing Board of the Redevelopment Agency will consider a motion to close the meeting for the purposes of holding a strategy session to discuss pending or

reasonably imminent litigation, and/or to discuss the purchase, sale, exchange, or lease of real property, and/or the character, professional competence, or physical or mental health of an individual in conformance with 52-4-204 and 52-4-205 et. seq., Utah Code.

Adjournment

If you have a comment regarding items on the agenda, please contact Councilors at council@provo.gov or using their contact information listed at: provo.gov/434/City-Council

Materials and Agenda: agendas.provo.org

Council meetings are broadcast live and available later on demand at youtube.com/ProvoCityCouncil

To send comments to the Council or weigh in on current issues, visit OpenCityHall.provo.org.

The next Work Meeting will be held on Tuesday, February 24, 2026. The meeting will be held in the Council Chambers, 445 W. Center Street, Provo, UT 84601 with an online broadcast. Work Meetings generally begin between 12 and 4 PM. Council Meetings begin at 5:30 PM. The start time for additional meetings may vary. All meeting start times are noticed at least 24 hours prior to the meeting.

Notice of Compliance with the Americans with Disabilities Act (ADA)

In compliance with the ADA, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting are invited to notify the Provo Council Office at 445 W. Center, Provo, Utah 84601, phone: (801) 852-6120 or email kmartins@provo.gov at least three working days prior to the meeting. Council meetings are broadcast live and available for on demand viewing at youtube.com/ProvoCityCouncil.

Notice of Telephonic Communications

One or more Council members may participate by telephone or Internet communication in this meeting. Telephone or Internet communications will be amplified as needed so all Council members and others attending the meeting will be able to hear the person(s) participating electronically as well as those participating in person. The meeting will be conducted using the same procedures applicable to regular Municipal Council meetings.

Notice of Compliance with Public Noticing Regulations

This meeting was noticed in compliance with Utah Code 52-4-207(4), which supersedes some requirements listed in Utah Code 52-4-202 and Provo City Code 14.02.010. Agendas and minutes are accessible through the Provo City website at agendas.provo.org. Council meeting agendas are available through the Utah Public Meeting Notice website at utah.gov/pmn, which also offers email subscriptions to notices.

Please note: These minutes have been prepared with a timestamp linking the agenda items to the video discussion.



PROVO MUNICIPAL COUNCIL

Work Meeting Minutes

2:30 PM | January 27, 2026

Provo Peak Room

Hybrid meeting: 445 W. Center Street, Provo, UT 84601 or
<https://www.youtube.com/provocitycouncil>

Agenda

Roll Call

Council Chair Katrice MacKay, conducting
Councilor Gary Garrett
Council Vice-Chair Craig Christensen (Remote)
Councilor Jeff Whitlock
Councilor Becky Bogdin
Councilor Travis Hoban
Councilor Rachel Whipple
Mayor Marsha Judkins

Business

Item 1: A resolution to place a 2.952 acre parcel of ground located at 351 West Center Street on the surplus property list. (26-012) [00:01:35](#)

Tara Riddle, Property Administrator, presented a resolution to place the old city center block parcels on the surplus property list. She stated the two properties total 2.952 acres and were appraised in 2023, with two appraisals averaging almost \$7 million. Ms. Riddle noted the City has released a request for proposals (RFP) for development of the block and explained the property must be placed on the surplus property list before the process can proceed. She emphasized this action notifies the public that the property is considered surplus and does not constitute Council approval of any sale; any sale would still require Council approval.

In response to a question from Council Chair MacKay regarding what placing the property on the surplus list allows, Ms. Riddle explained that if the City wanted to discuss negotiations in a closed session, the property must first be on the surplus property list.

Councilor Bogdin asked about the process used previously, including whether an RFP had been issued. Ms. Riddle confirmed an RFP had been issued in the past, but the City did not reach the point of needing to discuss the matter and the property was not sold.

Councilor Garrett asked why the action was being taken now after the property had been available for several years. Ms. Riddle explained this was partly due to impending interest in the

property and partly because prior discussions with the OB group included consideration of the City continuing to own the property. She stated that if the City decides to continue owning the property, it could remove the property from the surplus property list.

Scott Henderson, Chief Administrative Officer, added that there was discussion that this should likely have been done first in the process two years ago, and that the City is proceeding in a more procedural manner now.

Item 2: A discussion regarding Council Work Meeting format. (26-017) [00:05:02](#)

Council Vice Chair Craig Christensen presented a proposal to modify the Council work meeting format to better balance meeting time toward effective decision making. He stated that meeting materials are provided in advance to Council members and the public, but meeting time is often spent having presenters read slide content rather than engaging in substantive discussion. Under the proposed format, each presenter would have five minutes to summarize the key concept, idea, and decision needed from the Council, with remaining time devoted to Council questions and discussion. Vice Chair Christensen stated this approach would enhance discussion by providing additional time for dialogue and suggested a two-month trial period.

Council Chair MacKay stated agendas and packet materials should be more user-friendly, including placing overview PowerPoints or explanations first because they are typically the clearest and most accessible to the public. Council Analyst Kevin Martins stated he could reorder packet materials to place slides immediately after memos.

Councilor Bogdin supported the concept and emphasized presentations should be well-prepared and explanatory, noting that excessive jargon and acronyms can make meetings difficult to understand. She suggested departments create acronym lists and use plain language. Mayor Judkins stated that unclear portions could be addressed during the discussion time following the five-minute recap and also suggested departmental acronym lists.

Councilor Whipple raised concerns that some presenters provide information during meetings that is not included in slide decks and that it would be valuable to have such information in written form ahead of time. She noted this could increase workload for departments and questioned whether it would be reasonable for all departments. She also stated any additional written materials provided to Council members should be publicly available and asked whether budget presentations would be limited to five minutes due to their complexity. Councilor Garrett cautioned departments should not reduce the study materials they provide; the five-minute limit would apply to the presentation only. Justin Harrison stated internal deadlines could allow Council staff to analyze materials in advance, identify gaps, and obtain additional explanations from departments before meetings. Councilor Whitlock supported the change and stated documents should be standalone and provide sufficient content without requiring voiceover; he noted packets arrive on Thursday and the single weekend available does not provide adequate time to ask questions before meetings.

Following discussion, Councilor Christensen moved to implement the modified work meeting format for a two-month trial period. Councilor Whipple seconded the motion. The motion passed unanimously.

Item 3: A presentation regarding the Provo City Economic Development Study (26-016)
00:28:26

Cody Hill, Division Director of Economic Development, presented a proposed scope of work for an economic development study and requested Council feedback to ensure alignment with the Council's vision. Mr. Hill stated he, Kaitlyn, and Melissa developed a scope outlining goals and objectives and what work could be completed in-house versus through consultants. He described an approach that would first identify what currently exists in Provo, including strengths, assets, and competitive advantages, and then identify industries that align with those strengths. Mr. Hill stated the second part of the effort would involve matching those industries and determining what it would take to recruit or support them, including assessing likelihood of success and revenue-generating capacity.

Councilor Whitlock provided feedback that the study should place greater emphasis on diagnosis, including deeper analysis of underlying structures, dynamics, and forces affecting the City. He stated he wanted analysis of Provo's unique strengths, a deeper review of the economy by sector, growth and decline patterns, jobs by sector, leading indicators, and trends related to spin-outs and growth.

Councilor Christensen agreed with Councilor Whitlock's assessment and emphasized the need to be clear about return on investment (ROI). He suggested identifying two or three key ROI indicators, including area median income (AMI) and tax revenue potential, to help guide decisions and determine which investments to decline. Councilor Christensen stated the strategic approach should focus on making bets where Provo is uniquely qualified to have the greatest impact and recommended formal Council votes at decision gates throughout the process.

Council Chair MacKay stated ROI considerations should include not only tax revenue but also increasing median income and overall city health, and she discussed considering what is happening at universities and how students could transition into local industries.

The Council discussed whether the work should be completed in-house or by consultants. Council Chair MacKay stated a preference for using consultants to complete the work more quickly and noted Development Services is busy with rezoning efforts. Councilor Hoban agreed and stated an outside perspective would be valuable. Councilor Christensen also supported using a consultant, stating that an outside perspective would be beneficial for a strategic effort expected to guide decisions for several years and that clarity from the study would help the City say no to other opportunities.

In response to a question from Mayor Judkins regarding in-house versus consultant responsibilities, Councilor Whitlock stated the in-house role should be to prepare a strong request for proposals (RFP), with consultant selection determining how in-house staff would support the vendor. Following discussion about including both geographic and industry lenses in

the analysis, with consensus that industry should be the primary lens, Mr. Hill stated he had sufficient direction to proceed with drafting an RFP to bring back to the Council.

Item 4: A discussion regarding FY27 Provo Municipal Council Priority-Setting (26-001)
00:48:47

Justin Harrison presented three priorities staff had distilled from prior Council discussions: homeownership, economic development, and enforcement, and requested confirmation that these accurately reflected Council priorities.

Regarding homeownership, Mr. Harrison described a proposed priority to develop a general plan appendix focused on a comprehensive housing stock audit. The Council discussed whether the work needed to be a formal appendix or a data compilation. Councilor Hoban stated the intent was to establish a benchmark or baseline snapshot for decision-making rather than a regularly updated living document. Councilor Whitlock stated he had identified a dataset costing a couple thousand dollars that would answer the Council's questions.

Councilor Whitlock raised an additional homeownership-related issue regarding understanding the bottleneck preventing condominium financing. Council Chair MacKay stated this has been a longstanding issue since banks stopped financing condominiums after problems in Florida and that, while Utah has passed legislation intended to be financing-friendly, national banks still categorically refuse condominium financing. The Council discussed complications related to homeowners associations and shared ownership structures, and noted the state housing czar is aware of the issue. Mayor Judkins stated she had spoken with Mayor Packard from Springville about the possibility of municipalities working with local credit unions on financing solutions.

Regarding economic development, the Council confirmed the approach discussed under the previous agenda item accurately reflected its priorities.

Regarding enforcement, Council Chair MacKay shared information from a Monday meeting with Bill Peperone, Brian Jones, and Melia Dayley. She stated that while Scott Henderson's team is doing well with actual enforcement activities, the larger challenges are in processes and operations, including paperwork, inspections, renewals, integration between departments, and software systems. The Council discussed hiring an outside consultant to review processes, similar to a recent fire department study referenced during the discussion (cost noted as \$50,000).

Brian Jones, City Attorney, stated code enforcement is a nationally recognized difficult issue and noted there are conferences dedicated to code enforcement annually. He stated that while he believed Provo is doing many things right, a study would identify what is working well and what resources may be needed for improvement.

The Council discussed how enforcement interfaces with legal proceedings and Development Services, including rental dwelling licenses (RDLs). Councilor Whipple stated the proposed study would focus on enforcement processes, including RDLs and disclosure documents, and noted a future priority could examine the broader Development Services application process.

Councilor Whitlock stated the Council should ensure adequate funding not only for the study but also to implement potential recommendations, including possible software purchases.

The Council finalized the enforcement priority wording as: “Conduct an external business process review of *residential* licensing and code enforcement policies and procedures to identify gaps and improve effectiveness.”

Councilor Bogdin moved to formally approve the priorities under Item 4 as written, with the addition of the word “residential” as discussed. Council Chair MacKay seconded the motion. The motion passed unanimously.

Mr. Harrison stated a special work meeting scheduled for the following Tuesday to discuss priorities was no longer needed because the priorities had been set.

Councilor Christensen moved to cancel the special work meeting scheduled for the following week. Councilor Hoban seconded the motion. The motion passed unanimously.

Item 5: An ordinance amending Provo City Code to clarify the duty to keep a proper lookout.
(26-014) 01:13:53

Matthew Griffiths, Assistant City Attorney, presented an ordinance amending existing City Code regarding the duty to keep a proper lookout. He stated the changes would make the violation an infraction rather than the default class B misdemeanor and would simplify archaic wording to make the provision more understandable.

Mr. Griffiths explained the code section functions as a catch-all for situations in which an officer does not directly observe a specific violation but arrives at an accident scene where evidence clearly indicates someone was at fault. He stated the provision allows officers to charge an offense when they cannot charge specific violations—such as speeding or failure to maintain lane—that were not witnessed.

Councilor Whitlock asked about circumstances where a pedestrian is hit. Mr. Griffiths stated the ordinance could apply in those situations. Brian Jones, City Attorney, added that if a pedestrian were actually hit, the City would likely charge a more serious offense with elevated penalties rather than only this infraction.

Item 6: An ordinance amending Provo City Code regarding the criminal offense of battery.
(26-015) 01:17:57

Matthew Griffiths, Assistant City Attorney, presented an ordinance to update the City’s battery ordinance. He stated the current battery ordinance is similar to the State’s assault statute and is largely already addressed by state law. He explained the proposed change would redefine battery to address situations not well covered by existing statutes.

Mr. Griffiths stated the new language would address incidents where a person is touched in a non-private area under circumstances that would cause affront or alarm. He referenced examples in

which minors were kissed on the lips by adults without consent and officers could only cite disorderly conduct as an infraction. He stated the proposed ordinance would also address other inappropriate touching such as being licked or grabbed in non-private areas.

Mr. Griffiths stated the ordinance requires the touching occur “under circumstances reasonably likely to cause affront or alarm to the person touched,” which he described as a reasonableness standard while still accounting for the circumstances of the individual victim.

Mayor Judkins asked about the penalty. Mr. Griffiths stated the default penalty would be a class B misdemeanor and noted this was consistent with other cities, including West Valley. He stated this penalty was appropriate given that sexual battery is a class A misdemeanor while disorderly conduct is an infraction.

Councilor Whipple asked about the placement of the word “reasonably” in the ordinance language and discussed a potential distinction between the reasonableness of the action versus the person. After discussion, she stated she was satisfied with the language as written because it incorporates a reasonableness standard while considering the specific circumstances of the individual victim.

Closed Meeting

Brian Jones, City Attorney, stated there was one item for discussion in closed session regarding the character and competence of an individual and that it was appropriate to close the meeting at that time.

Councilor Whipple moved to close the meeting for the purpose stated by Mr. Jones, in conformance with Utah Code 52-4-204 and 52-4-205 et seq. Councilor Hoban seconded the motion. A roll call vote was taken and the motion passed.

The meeting was closed.

PENDING APPROVAL - DRAFT MINUTES

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PROVO MUNICIPAL COUNCIL Redevelopment Agency Governing Board Regular Meeting Agenda

5:30 PM, Tuesday, January 27, 2026
Council Chambers (Room 100)
445 W. Center Street, Provo, UT 84601 or
<https://www.youtube.com/provocitycouncil>

1

Roll Call

THE FOLLOWING MEMBERS OF THE COUNCIL AND ADMINISTRATION WERE PRESENT:

Councilor Becky Bogdin	Councilor Craig Christensen (remote)
Councilor Gary Garrett	Councilor Travis Hoban
Councilor Katrice MacKay	Councilor Rachel Whipple
Councilor Jeff Whitlock	Mayor Marsha Judkins
Chief Administrative Officer Scott Henderson	Council Executive Director Justin Harrison
City Attorney Brian Jones	City Recorder Heidi Allman

Conducting: Chair Katrice MacKay

2

Prayer – Jack McKinney

3

Pledge of Allegiance – Councilor Whipple

4

Presentations, Proclamations, and Awards

5

1 Provo City Employee of the Month - January 2026 (26-007) [00:00:01](#)

6

7 Justin Harrison, Council Executive Director, recognized Melia Dayley, Council Policy Analyst, as the
8 Employee of the Month. He shared that Melia is a dedicated public servant who consistently comes to
9 work with a positive attitude and a strong commitment to serving residents. He noted that she is always
10 willing to help in any way she can and that her professionalism and approachability are evident in her
11 daily work. Mr. Harrison stated that Melia is well respected across departments and serves as an
12 example to others within the department and throughout the City. He expressed appreciation for her
13 contributions and thanked her for her service.

14

Public Comment

15

16 Chair MacKay read the public comment preamble and opened the public comment period.

17

18 Chelsea Hicks, a Provo resident and community advocate for the Ruth and Nathan Hale Theater,
19 addressed the Council. She shared that the theater, which opened last year and is commonly referred to
20 as “the Ruth,” is highlighting cities within Utah County as part of an effort to elevate the arts in the
21 community. She noted that Provo’s featured week will be April 20–25, during which *The Wizard of Oz*
22 will be performed. Ms. Hicks stated that six VIP vouchers would be provided for the Mayor, City Council

PENDING APPROVAL - DRAFT MINUTES

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23 members, and any additional City employees designated by the Mayor to attend a performance during
24 that week. She also offered to arrange a guided tour of the theater for City employees attending the
25 show, which she would personally lead. Additionally, Ms. Hicks requested the City's assistance in
26 promoting a Provo-resident-only offer through City communications, including the City newsletter. The
27 offer would provide a \$5 discount for Provo residents attending performances during the featured
28 week, valid for up to six tickets per order. She clarified that the promotion is intended exclusively for
29 Provo residents. Ms. Hicks thanked the Council for their time and invited them to attend the theater.
30 Send the next section whenever you are ready, and I will keep the minutes consistent and clean.
31

32 Dallin Flake, a Provo resident, addressed the Council regarding concerns related to the City's use of the
33 Flock Safety Network. He referenced comments he made at a prior meeting regarding constitutional and
34 privacy concerns associated with what he described as warrantless surveillance and the effectiveness of
35 the technology. Mr. Flake stated that he had since provided Council Members with additional
36 information by email, including materials he said raised questions about the system's effectiveness,
37 potential security vulnerabilities, and the risk of misuse. Mr. Flake noted that Councilor MacKay had
38 responded to his concerns and expressed apprehension regarding reported security issues and whether
39 the benefits of the system outweigh the risks. He stated that Councilor MacKay had suggested holding a
40 Council work meeting to better understand the Flock contract and the safety of the data collected. Mr.
41 Flake formally requested that the full Council support this request. He urged the Council to schedule a
42 work session to review the system and to suspend use of the cameras until privacy and data security
43 concerns could be addressed. Mr. Flake stated that other cities across the country have reconsidered or
44 terminated similar contracts due to privacy, security, and constitutional concerns. He encouraged the
45 Council to further review the issue and consider taking action to protect residents' privacy.
46

47 Chair MacKay closed public comment.
48

Action Agenda

2 An ordinance amending Provo City Code to clarify the duty to keep a proper lookout. (26-014) [00:07:21](#)

50 **Motion:** An implied motion to approve Ordinance 2026-4, as currently constituted, has been
51 made by council rule.

52 Matthew Griffiths, Assistant City Attorney, presented. He explained that the Legal Department is
53 proposing two amendments to City ordinances. The first proposed change would reclassify the offense
54 of failing to keep a proper lookout from a Class B misdemeanor to an infraction. He stated that minor
55 wording adjustments were also made and that the change is intended to better align the City ordinance
56 with comparable state traffic laws. The second proposed amendment involves the City's battery
57 ordinance. Mr. Griffiths explained that battery is largely addressed under the state assault statute. He
58 noted that when conduct is covered by both state law and City code, officers are generally encouraged
59 to charge under the state statute. To avoid duplication, the proposed amendment would revise the City
60 ordinance language to address conduct not otherwise covered by state law. He stated that these
61 changes were discussed previously during a work session.
62

PENDING APPROVAL - DRAFT MINUTES

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63 Chair MacKay opened the public comment period. With no comments presented, she closed public
64 comment.
65
66 Councilor Whitlock explained, in plain terms for the benefit of those present and watching online, that
67 the proposed changes address how certain existing laws are applied. He noted that under the current
68 City Code, a minor traffic incident, such as striking a mailbox, could be charged as a Class B
69 misdemeanor, which he described as more severe than comparable violations in other cities. He stated
70 that the proposed amendment would reduce the penalty to better match common practice. Councilor
71 Whitlock also explained that the current City definition of battery closely mirrors the state's assault
72 statute and does not clearly cover lower-level conduct. He stated that the proposed changes would
73 provide law enforcement with a clearer option to address less severe conduct, such as unwanted
74 touching, which does not rise to the level of assault or sexual battery. He further referenced a concern
75 raised during the prior work meeting regarding whether reclassifying the traffic offense would reduce
76 accountability for unsafe driving, particularly in situations involving pedestrian safety. Councilor
77 Whitlock stated that the City Attorney had clarified that incidents involving pedestrians would likely be
78 charged with more serious offenses and that the proposed infraction would generally not apply in those
79 circumstances.
80

81 Chair MacKay called for a vote.
82

Vote: The motion passed 7:0 with Councilors Bogdin, Christensen, Garrett, Hoban, MacKay,
Whipple, and Whitlock in favor.

83
84 **3 An ordinance amending Provo City Code regarding the criminal offense of battery. (26-015)**
[00:07:33](#)

85
86 **Motion:** An implied motion to approve Ordinance 2026-5, as currently constituted, has been
made by council rule.
87

88
89 Agenda Items 2 and 3 were read into the record, discussed by the Council, and opened for public
comment concurrently.
90

Char MacKay called for a vote.
Vote: The motion passed 7:0 with Councilors Bogdin, Christensen, Garrett, Hoban, MacKay,
Whipple, and Whitlock in favor.

91
92 **4 A resolution approving an interlocal agreement between Provo City and Utah County**
regarding funding for State Street trail improvements from 300 South to 900 South. (26-004)
[00:12:43](#)

93 **Motion:** An implied motion to approve Resolution 2026-3, as currently constituted, has been
made by council rule.

PENDING APPROVAL - DRAFT MINUTES

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94 Vern Keeslar, Traffic Manager, explained that the agreement would support construction of the trail
95 along the east side of State Street from 900 South to 300 South. He noted that the segment from 900
96 South to Slate Canyon Drive has already been completed. Mr. Keeslar stated that, in the prior year, the
97 City worked with UDOT to install a traffic signal at 900 South near the cemetery. He explained that the
98 proposed next phase would extend the trail north to 300 South. He noted that the interlocal agreement
99 is required because Utah County funds are being used through the Mountainland Association of
100 Governments. Mr. Keeslar also shared that UDOT has committed, pending approval by the
101 Transportation Commission, to contribute several hundred thousand dollars toward new curb and
102 gutter improvements along the project corridor. He expressed enthusiasm for the project and noted
103 that it involves collaboration among four partner agencies.

104
105 Councilor Whitlock asked clarifying questions to better explain the project for the public. He confirmed
106 that the proposed multi-use path is intended for pedestrian and bicycle use and that it would continue
107 along the east side of State Street.

108
109 Mr. Keeslar confirmed that the trail would be a continuation of the existing path on the east side.

110
111 Councilor Whitlock asked whether the project would impact on-street parking.

112
113 Mr. Keeslar stated that parking would not be affected. He explained that driveway access would be
114 temporarily affected due to the installation of new curb and gutter, noting that standard curb and gutter
115 (not deep-well) would be installed and that property owners would receive new driveway approaches
116 between the sidewalk and the street.

117
118 Councilor Whitlock also asked whether the project would change the roadway itself.

119
120 Mr. Keeslar responded that there would be no changes to the street crown or striping and noted that
121 the corridor already includes buffered bike lanes along that section.

122
123 Chair MacKay opened the item for public comment.

124
125 Aaron Wheatley, of Provo, spoke in support of the proposed State Street Trail project. He shared a
126 recent personal experience biking on State Street with his young children and described feeling unsafe
127 due to traffic conditions. He stated that the experience increased his awareness of the challenges faced
128 by cyclists and pedestrians, particularly those who travel the corridor regularly. He also noted concerns
129 about accessibility for individuals using wheelchairs. Mr. Wheatley expressed appreciation for the
130 proposed trail improvements and encouraged the Council to approve of the project. He stated that,
131 while he does not live directly in the area, the improvements would significantly benefit nearby
132 residents and help create a safer environment along a high-traffic roadway. He emphasized the
133 importance of providing space for all users to travel safely throughout the city.

134
135 Ethan Unklesbay, of Provo, spoke in support of the proposed State Street Trail project. He echoed the
136 previous speaker's comments and shared that, although he does not live in the south Provo
137 neighborhood, he uses the area while biking during the summer months. He noted that he travels
138 through the corridor to access Bicentennial Park and library story time activities with children.

PENDING APPROVAL - DRAFT MINUTES

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139 Mr. Unklesbay stated that the trail improvements would benefit residents who live in the area as well as
140 other Provo residents who use the corridor for recreation and daily activities. He expressed appreciation
141 for the project and thanked the Council for considering the improvements.

142
143 Chair MacKay closed public comment and invited a council discussion.

144
145 Councilor Bogdin asked why the proposed segment of the State Street Trail was being completed later in
146 the project timeline and whether it might have been more effective to complete this section earlier.

147
148 Mr. Keeslar responded that he was not involved during the initial phases of the project and could not
149 speak to the original sequencing decisions. He explained that the current proposal addresses a
150 remaining gap in the trail system, similar to other gap-completion projects in the City and noted that
151 nearby sections have already been completed.

152
153 Councilor Bogdin expressed support for completing the gap and asked whether the new curb and gutter
154 improvements would improve accessibility under the Americans with Disabilities Act (ADA).

155
156 Mr. Keeslar confirmed that the project would include new ADA-compliant curb ramps at intersections
157 and improved curb and gutter design to better manage water runoff and reduce pooling, resulting in
158 improved accessibility and safety.

159
160 With no other discussion, Chair MacKay called for a vote.

161
162 **Vote:** The motion passed 7:0 with Councilors Bogdin, Christensen, Garrett, Hoban, MacKay,
Whipple, and Whitlock in favor.

163
**5 An ordinance amending Provo City Code regarding development standards for the year
2026. (PLOTA20250658) [00:18:58](#)**

164
165 **Motion:** An implied motion to approve an Ordinance, as currently constituted, has been made
166 by council rule.

167
168 David Day, Assistant City Engineer, explained that the item before the Council included two
169 components. The first involved routine updates to the City's engineering standards, which are typically
170 reviewed and updated annually. He noted that, based on the prior work session discussion, there did
171 not appear to be significant questions or concerns regarding those standard updates. The second
172 component involved proposed changes to certain roadway cross sections, including the removal of the
173 lowest cross-section option. Mr. Day stated that it appeared the Council may prefer to retain that cross
174 section as currently configured, though he acknowledged he did not want to assume the Council's
175 position. He concluded by offering to answer any questions and noted his intent to keep the
176 presentation brief in consideration of the Council's time.

177 Councilor Garrett asked whether adoption of the proposed amendment would limit or restrict the City's
ability to consider a 24-foot street width for infill projects or for special developments where a narrower
street may be justified based on site-specific conditions.

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178
179 Mr. Day stated that retaining the 24-foot street width would be appropriate for low-volume streets,
180 provided no parking is enforced on one side. He explained that this option is used sparingly, generally
181 for infilling streets or small cul-de-sacs with fewer than 400 vehicles per day. He noted that developers
182 typically prefer a 30-foot street width to allow parking on both sides and that the 24-foot option would
183 not become a default standard.
184
185 Mr. Jones explained that removing the 24-foot street width from the code would eliminate it as a viable
186 option. He stated that exceptions can only be granted when expressly allowed by the code and that
187 discretion must be guided by clear criteria. He cautioned that allowing discretion without defined
188 standards could create legal risk, including claims of unequal application of the code.
189
190 Mr. Day explained that a 24-foot roadway width is the minimum that still allows for adequate fire
191 access, noting that the City's alley standard is also 24 feet. He stated that the standard was not reduced
192 further to ensure emergency vehicle access. He added that when curb dimensions are included, the total
193 width from face of curb to face of curb is approximately 27 feet. He explained that even with a vehicle
194 parked along one side of the street, sufficient clearance would remain to meet fire access requirements,
195 noting that 20 feet is considered the minimum acceptable width for fire access.
196
197 Councilor Whitlock asked how the proposed changes to street width standards would affect the City's
198 ability to implement bulb-outs at intersections as a safety feature.
199
200 Mr. Day explained that the 24-foot roadway width effectively functions as a bulb-out width, as it
201 represents the narrowest standard used. He stated that on wider, 30-foot roads, the City already
202 narrows the roadway at intersections to improve safety, creating a similar effect. He noted that the
203 roadway is not narrowed further than 24 feet due to fire access requirements. Mr. Day explained that
204 turning analyses have been completed to ensure emergency vehicles, including fire trucks, can safely
205 navigate intersections without driving over curbs. He stated that the proposed standards would not limit
206 the City's ability to implement bulb-outs where appropriate.
207
208 Councilor Bogdin asked how sanitation trucks operate on narrower roads.
209
210 Mr. Day shared that the harder vehicles to navigate on would be a snowplow.
211
212 Councilor Whipple asked if there are any streets that are less than 24' wide within the city.
213
214 Mr. Day referenced older neighborhoods, such as the Shakespeare neighborhood south of Center Street,
215 as examples of streets with narrow roadway widths. He stated that those streets are approximately 24
216 feet wide, though he noted he would need to verify the exact measurements. He added that these areas
217 represent some of the narrowest roadway widths he is aware of within the City.
218
219 Councilor Whipple shared feedback from residents of the Shakespeare neighborhood, noting that many
220 appreciate the narrower streets, which she described as more human-scale and conducive to slower
221 vehicle speeds. She stated that the combination of narrow streets, on-street parking, and street trees
222 contributes to a safer and more pleasant environment for walking and neighborhood travel. She
223 emphasized that the neighborhood is well established, functions effectively, and benefits from having a

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224 variety of street designs within the city. Councilor Whipple stated that while she was not advocating for
225 reducing all residential streets to that width, she viewed maintaining flexibility and variety as an asset
226 for Provo.

227

228 Mr. Day responded that street width standards are largely driven by anticipated traffic volumes based
229 on future development. He noted that traffic volumes in older neighborhoods such as Shakespeare are
230 expected to remain relatively static. He also explained that the neighborhood benefits from rear alleys,
231 which reduce driveway access from the street and improve overall functionality, livability, and
232 drivability.

233

234 Councilor Whipple acknowledged the existing approach of managing emergency access through parking
235 restrictions on one side of the street and questioned why the 24-foot street option would be removed
236 from the code if it is already functioning well and could be appropriate in limited or exceptional
237 circumstances.

238

239 Councilor Christensen expressed concerns about the parking impacts associated with limiting on-street
240 parking to one side of the street in new neighborhoods. He noted that while residents could be
241 informed of the restrictions during development, the City frequently hears from neighborhoods that
242 parking limitations are a source of frustration and create ongoing challenges. He stated that reducing
243 available on-street parking could further exacerbate parking difficulties for residents and visitors.
244 Councilor Christensen questioned whether maintaining or expanding the use of narrower street
245 standards would contribute to existing parking issues and emphasized the importance of considering
246 neighborhood parking needs when evaluating the proposed standards.

247

248 Mr. Day stated that he generally advises developers to use a 30-foot street width so that parking can
249 occur on both sides of the street. He explained that the City's code allows a 24-foot width only in limited
250 circumstances, typically on low-volume streets, and that no-parking restrictions are usually placed on
251 the side of the street with fire hydrants to ensure emergency vehicle access. He acknowledged the
252 parking challenges raised by the Council and shared a personal example from his own neighborhood,
253 noting that wider streets can better accommodate parking and larger vehicles. Mr. Day stated that while
254 wider streets offer more flexibility for parking, the City's standards attempt to balance parking needs,
255 emergency access, and overall livability depending on street type and traffic volume.

256

257 Councilor Christensen stated that he supports retaining the 24-foot roadway option when it is tied to
258 clear guidelines, particularly vehicle count thresholds, as this helps determine when its use is
259 appropriate. He noted that having defined criteria provides reassurance and structure for applying the
260 standard. He also acknowledged that while the 24-foot option can be appropriate in limited
261 circumstances, it involves trade-offs, particularly related to on-street parking, and may create different
262 challenges that should be carefully considered.

263

264 Char MacKay opened public comment.

265

266 Alexander Monson, of Provo, expressed concerns about proposed changes to street width standards. He
267 spoke in support of 24-foot streets, citing the Shakespeare neighborhood as an example of a safe,
268 walkable, and family-friendly area. He stated that narrower streets contribute to a higher quality of life

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269 and traffic safety and urged the Council to carefully consider the trade-offs before making changes to
270 the standard.

271
272 Jacob Wixom, of Provo, spoke in support of narrower, human-scale streets. He shared that he and his
273 family recently moved to Provo in part because of the City's neighborhood character. He stated that
274 narrower streets, such as 24-foot roads, help create shared spaces that encourage slower traffic,
275 neighborhood interaction, and a stronger sense of community. Mr. Wixom expressed concern that
276 wider street standards prioritize vehicle convenience over human connection and can unintentionally
277 undermine the qualities that make neighborhoods feel safe, welcoming, and livable. He urged the
278 Council to consider how street design impacts community life and neighborhood acceptance of new
279 development.

280
281 Ethan Unklesbay, of Provo, spoke regarding the discussion on street width standards and parking
282 restrictions. He shared a personal experience receiving a parking warning and stated that residents are
283 capable of understanding and following parking rules when they are clearly established and enforced.
284 Mr. Unklesbay expressed concern that removing or limiting the 24-foot street option assumes residents
285 will not comply with no parking restrictions. He stated that existing rules already address parking on
286 narrower streets and emphasized that creating additional regulations may introduce new problems
287 rather than solve existing ones. He urged the Council to trust residents to follow established rules and to
288 consider the implications of removing flexibility from the code.

289
290 Barbie DeSoto, of Provo, spoke in support of retaining 24-foot street standards. She stated that some of
291 Provo's most walkable and desirable neighborhoods, including the Shakespeare neighborhood, feature
292 narrower streets and tend to have higher home values. She emphasized that family-friendly
293 neighborhoods require streets where children can safely walk and play. Ms. DeSoto shared concerns
294 about wider streets encouraging higher vehicle speeds, which she said can make neighborhoods feel
295 unsafe and less stable. She cautioned against making permanent infrastructure changes based on
296 temporary construction needs and encouraged the Council to keep 24-foot streets as an available
297 option, particularly in areas planned for increased density. She urged the Council to consider how street
298 design impacts safety, neighborhood stability, and long-term community value.

299
300 Susan Kruger-Barber, of Provo, spoke in support of narrower residential streets and street-calming
301 measures. She shared her experience working with the City on street diets in her neighborhood, noting
302 that wider streets are associated with higher speeds and increased pedestrian and bicycle safety
303 concerns. Ms. Kruger-Barber referenced examples from other cities, including Chicago and Boulder,
304 where narrower streets, traffic-calming features, and lower speed limits have improved safety and
305 community vitality. She cited research and national best practices that support residential street widths
306 narrower than traditional standards and encouraged the Council to prioritize people-focused street
307 design, safety, and livability in residential areas.

308
309 Emily Weatherhead, a resident of the Shakespeare neighborhood in Provo, spoke in support of retaining
310 narrower street standards. She described her neighborhood as feeling safe, walkable, and family-
311 friendly, noting that many families with young children regularly spend time outside and that residents
312 feel comfortable walking throughout the area. She emphasized that the tree canopy and street design
313 contribute to the neighborhood's character and sense of safety. Ms. Weatherhead stated that she has
314 observed emergency vehicles operating in the neighborhood without issue and expressed concern that

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315 widening streets could negatively impact the livability of established neighborhoods. She also noted that
316 parking challenges are often related to rental properties and off-street parking compliance, rather than
317 street width. She urged the Council to maintain minimum standards that allow neighborhoods like hers
318 to continue to be built and supported, particularly as the City considers higher-density development.
319

320 Councilor Garrett asked if residents park on both sides of the street and if emergency vehicles were able
321 to pass.
322

323 Ms. Weatherhead clarified that in her area of the Shakespeare neighborhood, residents regularly park
324 on both sides of the street, and she is not aware of posted parking restrictions limiting parking to one
325 side. She stated that, despite this, emergency vehicles are able to pass through the street without issue.
326 She shared a specific example from her block, noting that emergency responders were able to access
327 the street during a medical emergency at a nearby home. Ms. Weatherhead also noted that many
328 homes on her street are rental properties, resulting in a high concentration of parked vehicles, yet
329 emergency access has still been maintained.
330

331 Laura Levitt, of Provo, spoke in support of narrower, human-scale streets. Drawing on her background in
332 user experience design, she described street narrowing as an intuitive and effective way to naturally
333 slow vehicle speeds. She shared concerns about wide streets in her neighborhood, particularly along
334 collector roads, where high speeds make it unsafe for children to play or travel independently. Ms. Levitt
335 noted that wide streets across Provo have repeatedly been identified as safety concerns in
336 neighborhood meetings, citing examples near schools and along high-speed corridors. She emphasized
337 that these concerns are broadly shared among residents and encouraged the Council to view narrower
338 streets as a practical safety tool rather than a niche preference.
339

340 Tyler Fleishman, of Provo, spoke in support of narrower street design, stating that he believes it
341 improves driving behavior, safety, and overall quality of life. He shared perspectives from a city council
342 member in Falls Church, Virginia, who described how that city experienced population growth while
343 reducing overall traffic by investing in walking, biking, and street designs that naturally slow vehicles. He
344 stated that these design choices reduced cut-through traffic and improved neighborhood safety without
345 relying heavily on enforcement. Mr. Fleischman expressed the view that traffic congestion and safety
346 outcomes are influenced by design decisions, not inevitabilities. He stated that wider streets prioritize
347 speed and that through traffic at the expense of families and neighborhoods, and he encouraged the
348 Council to consider returning to more traditional, human-scale street designs similar to those found in
349 older Provo neighborhoods.
350

351 Aaron Wheatley, of Provo, spoke in support of narrower streets and traffic-calming design. He shared
352 personal observations that even on lower-volume streets, wider roadways encourage faster driving,
353 including his own experience unintentionally exceeding posted speeds. He stated that street design has
354 a strong influence on driver behavior, often more so than posted limits alone. Mr. Wheatley also
355 encouraged the Council to focus on enforcing existing rules, such as parking restrictions, rather than
356 adding new regulations. He expressed concern that adding layers of rules without consistent
357 enforcement can create confusion for residents and reduce public confidence. He urged the Council to
358 prioritize clear, enforceable standards that promote safety and are easy for residents to understand and
359 follow.
360

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361 Grace Tueller, of Provo, shared her support for retaining 24-foot street options. She shared that she had
362 walked every public street in Provo and, based on that experience, she found narrower streets to be
363 more pleasant, walkable, and livable. She cited the Shakespeare neighborhood as an example of a street
364 design that supports a positive walking experience and encouraged the Council to keep 24-foot roads as
365 an available option to allow similar neighborhoods to be built in the future.

366

367 Aaron Skabelund, of Provo and representative of Bike Walk Provo and the Utah chapter of Families for
368 Safe Streets, advocated for street designs that improve safety and accessibility for people of all ages and
369 abilities. He stated that narrower streets are among the most effective traffic-calming measures and
370 significantly enhance safety, particularly for children and older adults. Mr. Skabelund expressed
371 opposition to the proposed ordinance, stating that eliminating or restricting 24-foot street options in
372 new developments could increase safety risks and complicate efforts to retrofit existing streets. He
373 urged the Council to retain narrower street options and to vote against the ordinance in order to
374 prioritize safety and livability.

375

376 Brooklyn Lorence, of Provo, spoke in support of narrower street design. She shared that she and her
377 child primarily bike throughout the city and have experienced both the benefits and safety challenges of
378 Provo's streets. She described living on a wide roadway near Pioneer Park that has recently experienced
379 increased cut-through traffic, which she stated encourages higher speeds and creates safety concerns,
380 particularly when biking. Ms. Lorence expressed support for planning decisions that prioritize narrower
381 roads, improved safety, and alternative transportation options. She encouraged the Council to consider
382 how street design choices can support future growth, public transit, higher-density housing, and long-
383 term livability for residents.

384

385 Jonathan Handy, a Provo resident, shared his support of human-scale street design and narrower
386 streets. He stated that widening streets to accommodate vehicles often comes at the expense of space
387 for people and neighborhood livability. He noted that emergency vehicle access, while important, is an
388 infrequent need and suggested that alternative approaches, such as smaller emergency vehicles, could
389 be considered in the future.

390

391 Phineas Jensen, of Provo, spoke in opposition to the proposed ordinance, stating that it affects future
392 design options rather than existing streets. He argued that restricting 24-foot street options would limit
393 the City's ability to create neighborhoods similar to those residents' value, citing the Shakespeare
394 neighborhood as an example of narrow streets functioning successfully. Mr. Jensen also addressed
395 comments made during a prior work session, stating that research and experience show narrower
396 streets encourage slower driving. He noted that roadways perceived as "narrow" but still exceeding 40
397 feet in width can continue to promote higher speeds. He urged the Council to retain the 24-foot street
398 option for future development.

399

400 Clark Davis, of Provo, spoke remotely regarding the impact of street width standards on infill
401 development. He shared that he has lived in Provo for nearly 20 years and would like to pursue infill
402 housing in his neighborhood rather than leaving the area. He explained that, based on his design
403 experience and work on potential infill concepts, requiring a 30-foot street width would make some infill
404 projects infeasible, particularly on constrained sites. Mr. Davis stated that narrower street options are
405 important to enable high-quality, detached single-family infill housing that can add stability to
406 established neighborhoods. He suggested that, for certain infill situations, the City consider allowing a

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407 20-foot roadway with no on-street parking, noting that such a configuration is permitted under the
408 International Fire Code. He encouraged the Council to consider flexibility in street standards to support
409 infill opportunities.

410
411 Dallin Flake, of Provo, spoke in support of narrower street design after hearing the discussion. He stated
412 that street design influences driving behavior and that narrower streets naturally reduce vehicle speeds,
413 improve safety, and lessen the need for traffic enforcement. Mr. Flake expressed concern about limiting
414 future development options and questioned why the City would remove an approach that is well
415 regarded by residents of neighborhoods with 24-foot streets. He shared personal observations walking
416 through the Shakespeare neighborhood, noting that it feels noticeably safer and more comfortable than
417 adjacent areas with wider streets. He encouraged the Council to retain narrower street options as a way
418 to promote safe, enjoyable neighborhoods and reduce traffic over time.

419
420 Chair MacKay closed public comment and invited a council discussion.

421
422 Councilor Garrett asked staff for perspective on how the 400-vehicle-per-day threshold for 24-foot
423 streets compares to traffic volumes on existing streets. He referenced 500 North and asked whether,
424 based on staff's general knowledge, it would likely exceed that threshold.

425
426 Mr. Keeslar responded that 500 North would likely exceed 400 vehicles per day but noted that a review
427 of traffic data would be required to confirm.

428
429 Councilor Garrett also referenced other streets, including Timpview Drive and 700 East, and Mr. Keeslar
430 indicated that those streets carry significantly higher traffic volumes. Councilor Garrett then invited Mr.
431 Keeslar to share any additional thoughts on the issue while he was at the podium.

432
433 Mr. Keeslar stated that his primary focus is providing safe travel options for all modes of transportation,
434 including walking, biking, scooters, vehicles, and emergency services. He emphasized the importance of
435 supporting mode choice while ensuring safety for all users. He expressed support for retaining the
436 option of narrower street designs, noting that they can achieve many of the community benefits
437 discussed. Mr. Keeslar stated that his primary concern is not the 24-foot street width itself, but ensuring
438 compliance with the existing requirement for no parking on one side of the street. He emphasized that
439 maintaining clear access is critical so emergency responders can safely and quickly reach residents
440 during fire or medical emergencies. He concluded by stressing the importance of balancing thoughtful
441 street design with the City's responsibility to support emergency services and public safety.

442
443 Councilor Hoban thanked members of the public for their comments and stated that he appreciated the
444 care expressed for safety, neighborhoods, and quality of life in Provo. He shared personal experiences
445 raising young children and living on both busy and quieter streets, noting that he understands concerns
446 about speeding and neighborhood safety. Councilor Hoban then sought clarification on the specific issue
447 before the Council. He explained his understanding that the discussion centers on whether streets
448 would have approximately the same drivable width—about 18 feet—regardless of whether parking is
449 allowed on one side or both sides of the street. He stated that, from his perspective, the current
450 decision is less about narrowing streets further and more about whether parking would be restricted to
451 one side in order to maintain emergency access. He questioned whether some public comments may be
452 addressing a broader policy discussion about street narrowing that is outside the scope of the item

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453 currently under consideration. Councilor Hoban acknowledged that traffic speeds can increase when
454 wider streets lack parked vehicles and noted that in newer, denser developments, streets are more
455 likely to have cars parked on both sides, whereas in some older or lower-density areas this may not
456 always be the case. He thanked staff and fellow Council Members for helping to clarify the issue as he
457 worked through the considerations.

458
459 Chair MacKay expressed concerns about parking enforcement and emergency access on existing 24-foot
460 streets. She explained that Fire Marshal requirements mandate parking on only one side of these
461 streets, but residents were not always informed of this restriction and currently park on both sides. She
462 noted that enforcing one-side parking would significantly reduce available parking and has already
463 generated concern from residents. She stated that while she supports retaining 24-foot streets in limited
464 situations, such as infill projects, she is concerned about their use in areas with ample developable land.
465 She emphasized that emergency access must be protected and that reliance on street parking is
466 increasing due to denser development, smaller homes, and multi-generational households. Chair
467 MacKay stressed that the issue is long-term neighborhood parking and sustainability, not temporary
468 construction impacts.
469

470 Councilor Whitlock stated that the primary issue before the Council is whether to remove 24-foot
471 streets with parking on one side as an option for future development, not whether to allow narrower
472 streets with parking on both sides. He emphasized that infill development is a priority for the City and
473 referenced prior discussions and examples showing that some infill projects would not be feasible if a
474 30-foot street width were required in combination with existing setback standards. Councilor Whitlock
475 expressed discomfort with eliminating the 24-foot option, noting that if additional requirements are
476 needed, those could be added without removing the option entirely. He stated his understanding that
477 the Administration and Fire Marshal are neutral on the issue. He also noted that, when accounting for
478 the actual width of modern vehicles, a 24-foot street with parking on one side may provide comparable
479 or greater clearance for emergency access than a wider street with parking on both sides.
480

481 Councilor Bogdin requested that Fire Marshal Hubbs come to the podium to address questions related
482 to emergency access. She asked whether there have been instances where ambulances were unable to
483 fit down narrower streets, requiring emergency personnel to remove equipment or gurneys and
484 respond to calls on foot due to access limitations.
485

486 Fire Marshal Hubbs shared that there have been instances where emergency crews were unable to drive
487 an ambulance down a street, including a situation where snow conditions prevented access and
488 personnel had to carry a gurney down the street to reach a patient.
489

490 Councilor Bogdin asked whether smaller emergency vehicles, similar to those used in Europe, are an
491 option in the United States.
492

493 Fire Marshal Hubbs responded that, to his knowledge, they are not. He explained that while some
494 smaller ambulances exist, they do not provide adequate interior space for medical care. He noted that
495 European-style emergency vehicles are typically custom conversions and are not widely available as
496 standard purchase options in the United States. He also stated that he is not aware of any smaller fire
497 truck options currently available for U.S. fire departments.
498

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499 Councilor Bogdin stated that the Council works to preserve neighborhood character and avoid removing
500 on-street parking whenever possible, noting that parking is only removed when absolutely necessary.
501 She referenced prior projects where parking was eliminated, such as along Fifth West and Slate Canyon,
502 and described the significant challenges those changes created for residents. She also noted the impacts
503 of increased parking permit fees and acknowledged that, despite existing requirements for off-street
504 vehicle storage, parking remains a persistent challenge for many households. Councilor Bogdin stated
505 that she does not believe the City is at a point where eliminating on-street parking broadly is feasible,
506 nor where narrow streets can safely accommodate parking on both sides. She emphasized the
507 importance of ensuring adequate access for fire and ambulance services, expressing respect for
508 emergency responders and support for maintaining street designs that allow them to perform life-saving
509 work effectively.
510

511 Mayor Judkins thanked the public and Council for their thoughtful input and acknowledged the
512 complexity of balancing parking needs, street design, and safety. She clarified that, regardless of the
513 Council's decision, parking restrictions on 24-foot streets would still be implemented to meet Fire
514 Marshal requirements. She noted that, moving forward, residents would be aware of one-sided parking
515 restrictions from the outset, which would help avoid confusion. Mayor Judkins expressed concern that
516 removing the 24-foot street option entirely would limit the Council's and future Councils' ability to
517 support infill projects where that width may be necessary. She stated that retaining the option and using
518 it more strategically would preserve flexibility while still addressing safety and emergency access
519 concerns.
520

521 Councilor Whipple stated that she supports preserving the 24-foot street option and does not support
522 removing it from the City code. She acknowledged agreement on the importance of retaining this option
523 for infill and redevelopment projects and emphasized that narrower streets provide daily, non-monetary
524 benefits, including improved walkability, safety, and neighborhood character. She stated that narrower
525 streets allow for greater housing density, more green space, and a higher overall quality of life, and she
526 emphasized prioritizing space for people over space for vehicles. Councilor Whipple noted that while
527 emergency access is critical, the everyday safety and livability benefits for residents should carry
528 significant weight in the Council's decision-making. She also expressed concern that removing the 24-
529 foot option would reduce the City's flexibility to implement future traffic-calming measures such as road
530 diets, bulb-outs, or other design solutions recommended by traffic engineers.
531

532 Chair MacKay noted that during the Planning Commission meeting, the Fire Chief and Fire Marshal
533 stated a preference for 30-foot streets and did not recommend 24-foot streets. She also shared
534 feedback from residents in her neighborhood, stating that some are frustrated with narrower streets
535 due to parking constraints, difficulty passing vehicles, and challenges during events when parking
536 demand is high. She noted that residents are particularly concerned about the anticipated removal of
537 on-street parking. Chair MacKay acknowledged that there are differing perspectives within the
538 community and stated that balancing these competing priorities is challenging.
539

540 Councilor Whitlock requested that Chief Headman be asked to share his position and perspective on the
541 proposed street width standards to help inform the Council's discussion.
542

543 Chief Headman stated that the Fire Department's position is to support whatever street design best
544 serves the development, provided that fire code access requirements are met. He explained that the

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545 Fire Code requires a minimum of 20 feet of clear access and that the Department is comfortable with
546 any design approach that maintains that standard. He noted that there have been rare occasions when
547 emergency crews were unable to access a medical call due to street conditions but stated that this has
548 not occurred during a fire response. He characterized such situations as exceptions rather than common
549 occurrences.

550

Motion: Councilor Garrett made a substitute motion to continue the item and requested that staff explore the possibility of creating exceptions to allow 24' roads for the purpose of redevelopment or infill. Councilor Bogdin seconded the motion.

551

552 Councilor Hoban expressed uncertainty about whether changes to the code are necessary, noting that
553 the City already allows 24-foot streets but requires no parking in order to meet fire code access
554 standards. He stated that the primary issue appears to be enforcement of existing rules rather than the
555 absence of an option in the code. Councilor Hoban sought clarification on whether the Council's intent
556 would be to generally maintain 30-foot streets with parking on both sides, while allowing 24-foot streets
557 with one-side parking only in limited circumstances such as infill or redevelopment. He indicated that, if
558 that were the intent, staff would likely need additional time to return with a clear recommendation and
559 specific code language outlining when that option would apply. He asked whether the appropriate
560 action would be to continue the item to allow staff to develop that recommendation.

561

562 Councilor Christensen stated that he is not in favor of withdrawing the 24-foot street option. He
563 expressed his view that the current code already provides sufficient flexibility and protection, including
564 the ability to allow exceptions for infill and similar projects. He stated that he does not see a need to
565 make changes at this time and supports keeping the existing language as it is.

566

567 Mr. Jones asked for clarification on the proposed standards, specifically whether the 400 vehicles-per-
568 day threshold is the sole requirement for allowing a 24-foot street, or if additional criteria would apply.

569

570 Chair MacKay stated that, in addition to the 400 vehicles-per-day threshold, additional criteria would
571 need to be included for the use of 24-foot streets. She explained that this option should be limited to
572 infill, redevelopment, or apartment projects where narrower streets are necessary to make a project
573 feasible. She emphasized that this would not apply to large, greenfield developments with ample space
574 and that factors such as the size and context of the development should be considered.

575

576 Councilor Whipple confirmed that the substitute motion under discussion would involve adding
577 additional restrictions to the existing requirements for allowing a 24-foot street. She indicated that she
578 is not in favor of adding those additional restrictions.

579

580 Chair MacKay called for a vote on the substitute motion.

581

Vote: The motion passed 4:3 with Councilors Bogdin, Garrett, Hoban, and MacKay in favor.
Councilors Christensen, Whipple, and Whitlock opposed.

582

583 Councilor Whipple noted that the ordinance includes multiple code updates beyond the discussion
584 related to 24-foot streets. She stated that, to her knowledge, there has been no Council objection to the

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585 other proposed changes and emphasized that the item under consideration is broader than the single
586 issue of street width.

587

588 Mr. Jones suggested that the Council may want to separate Part One of the ordinance from Part Two
589 when coming back with the requested language. He stated that doing so could allow the Council to
590 address and approve the other proposed updates more efficiently, apart from the discussion related to
591 street width standards.

592

593 Melia Dayley, Council Policy Analyst, asked for clarification on what criteria the staff should explore.

594

595 Chair MacKay stated that the intent of allowing narrower street options should be limited to situations
596 where they are necessary to make a project feasible, such as unique or constrained infill developments.
597 She referenced past projects where narrow streets were appropriate and still functioned safely with
598 police and fire access. She emphasized that the option should not be used simply for cost savings or
599 developer preference, but rather in cases where the design is required to achieve a viable project. She
600 noted that development professionals are capable of determining when such conditions apply.

601

602 Mr. Harrison suggested that council staff work with public works and development services and bring
603 the findings back to a work session to discuss.

604

605 Councilor Whipple noted that narrower streets can also be appropriate in areas with steep grades or
606 sloping terrain, where reduced street width can limit excavation and hillside disturbance. She stated that
607 these situations may not fit neatly within an infill or redevelopment category but still justify the use of
608 narrower streets. She also recommended clearly defining the term “redevelopment,” noting that
609 converting large agricultural parcels into housing could technically qualify as redevelopment, even
610 though that may not be the intent. She encouraged careful clarification of terminology to ensure the
611 standards align with the Council’s goals.

612

613 *With no objections, the Provo Municipal Council adjourned and reconvened as the Redevelopment
614 Agency Governing Board of Provo City with Chair Whipple conducting.*

615

Redevelopment Agency of Provo

616

6 The election of the Redevelopment Agency of Provo City Chair and Vice Chair. (26-013) 01:55:33

617

618 Mr. Harrison presented. He explained that the RDA bylaws provide that the Chair and Vice Chair of the
619 Municipal Council serve as the Vice Chair and Chair of the RDA Board, respectively. He noted, however,
620 that Provo City Code Title 2.05.020 also allows the RDA Board to elect a Chair and Vice Chair if those
621 Council officers do not wish to serve in the corresponding RDA roles. Mr. Harrison clarified that while
622 the bylaws establish the default arrangement, the RDA Board may elect alternative officers if the Council
623 Vice Chair or Chair declines to serve in the RDA positions.

624

625 Board Member Christensen confirmed his willingness to serve as Chair of the Redevelopment Agency
626 Board, and Board Member MacKay confirmed her willingness to serve as Vice Chair of the RDA.

627

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628 As the default officer assignments under the bylaws were accepted, no election or further action by the
629 RDA Board was required.

630

Adjournment

631
632 The meeting was adjourned by unanimous consent at approximately 7:33 PM.

DRAFT

PROVO MUNICIPAL COUNCIL

WORK SESSION

STAFF REPORT



Submitter: JDAHNEKE

Presenter: Jessica Dahneke, City Planner

Department: Development Services

Meeting Date: 2/10/2026

Requested Duration (Minutes): 15 minutes

CityView or Issue File Number: PLRZ20250689

SUBJECT: 1 An ordinance amending the zone map classification of approximately 39 acres of real property, generally located at 2255 N University Parkway from the RC and SC2 zones to the VLDR, LDR, MDR, and SC3 zones. Carterville Neighborhood (PLRZ20250689)

ADMINISTRATIVE RECOMMENDATION: Council approve the proposed rezones

ADMINISTRATIVE MEMO: Provo City started working on the state mandated station area plans in 2023. On September 17, 2025, the plans were certified by the state. As part of the station area plan implementation, the City now needs to rezone the station areas to match the use that is shown in the Station Area Plan Future Land Use Map.

FISCAL IMPACT: N/A

TIME SENSITIVITY:

GOALS: Land Use

1b. Encourage infill opportunities in downtown, mixed use, and transit-oriented developments.

1c. Promote neighborhood scale development in residential areas, including a mix of density such as pocket neighborhoods, missing middle housing, and small lot single-family."

1d Promote neighborhood scale development in residential areas, including a mix of density such as pocket neighborhoods, missing middle housing, and small lot single-family.

Housing

1a. Encourage opportunities for small scale, infill housing development.

1f Encourage more options for entry-level housing including smaller lots and mixed housing, as well as smaller unit sizes including studios and apartments.

2 Strive to increase the number of housing units of all types across the whole of Provo in appropriate and balanced ways.

ORDINANCE <<Document Number>>

AN ORDINANCE AMENDING THE ZONE MAP CLASSIFICATION OF APPROXIMATELY 39 ACRES OF REAL PROPERTY, GENERALLY LOCATED AT 2255 N UNIVERSITY PARKWAY FROM THE RESIDENTIAL CONSERVATION (RC) AND COMMUNITY SHOPPING CENTER (SC2) ZONES TO THE VERY LOW DENSITY RESIDENTIAL (Vldr), LOW DENSITY RESIDENTIAL (Ldr), MEDIUM DENSITY RESIDENTIAL (MDR), AND REGIONAL SHOPPING CENTER (SC3) ZONES. CARTERVILLE NEIGHBORHOOD (PLRZ20250689)

RECITALS:

It is proposed that the classification on the Provo Zoning Map for approximately 39 acres of real property, generally located at 2255 North University Parkway (an approximation of which is shown or described in Exhibit A), be amended from the Residential Conservation (RC) and Community Shopping Center (SC2) Zones to the Very Low Density Residential (VLDR), Low Density Residential (LDR), Medium Density Residential (MDR), and Regional Shopping Center (SC3) Zones;

On January 14, 2026, the Planning Commission held a public hearing to consider the proposed amendment, and after the hearing, the Planning Commission recommended approval to the Municipal Council by a vote of 9:0;

On February 10, 2026, the Municipal Council met to ascertain the facts regarding this matter and receive public comment, which facts and comments are found in the public record of the Council's consideration; and

After considering the facts presented to the Municipal Council, the Council finds that (i) the proposed action should be approved, and (ii) such action furthers the health, safety, and general welfare of the citizens of Provo City.

THEREFORE, the Provo Municipal Council ordains as follows:

PART I:

The classification on the Provo Zoning Map is amended from the Residential Conservation (RC) and the Community Shopping Center (SC2) Zones to the Very Low Density Residential (VLDR), Low Density Residential (LDR), Medium Density Residential (MDR), and Regional Shopping Center (SC3) Zones for the real property described in this ordinance.

41

42

43 **PART II:**

44

45 A. If a provision of this ordinance conflicts with a provision of a previously adopted
46 ordinance, this ordinance prevails.

47

48 B. This ordinance and its various sections, clauses, and paragraphs are severable. If any part,
49 sentence, clause, or phrase is adjudged to be unconstitutional or invalid, the remainder of
50 the ordinance is not affected by that determination.

51

52 C. This ordinance takes effect immediately after it has been posted or published in accordance
53 with Utah Code Section 10-3-711, presented to the Mayor in accordance with Utah Code
54 Section 10-3b-204, and recorded in accordance with Utah Code Section 10-3-713.

55

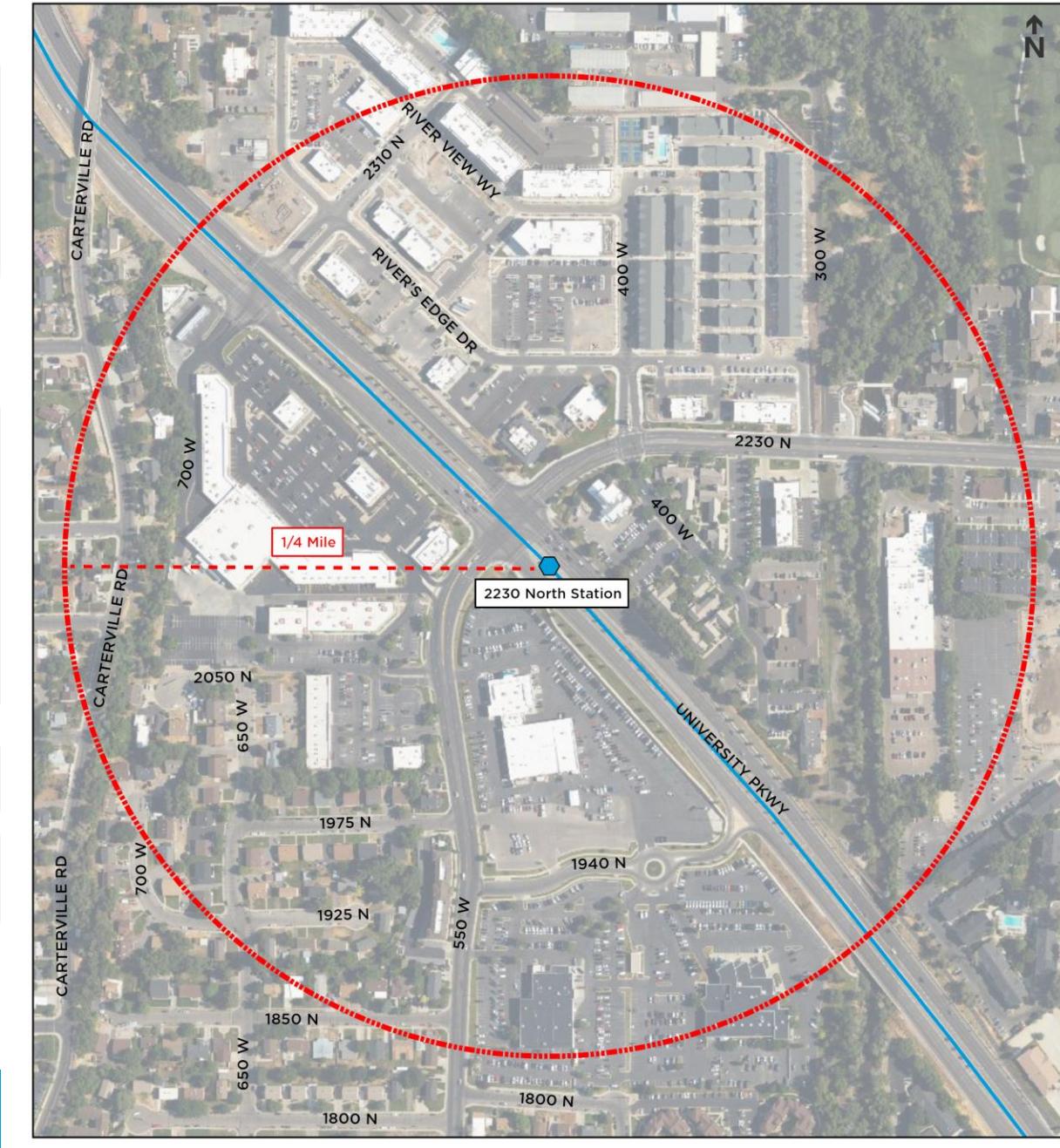
56 D. The Municipal Council directs that the official copy of Provo City Code be updated to
57 reflect the provisions enacted by this ordinance.

58

59

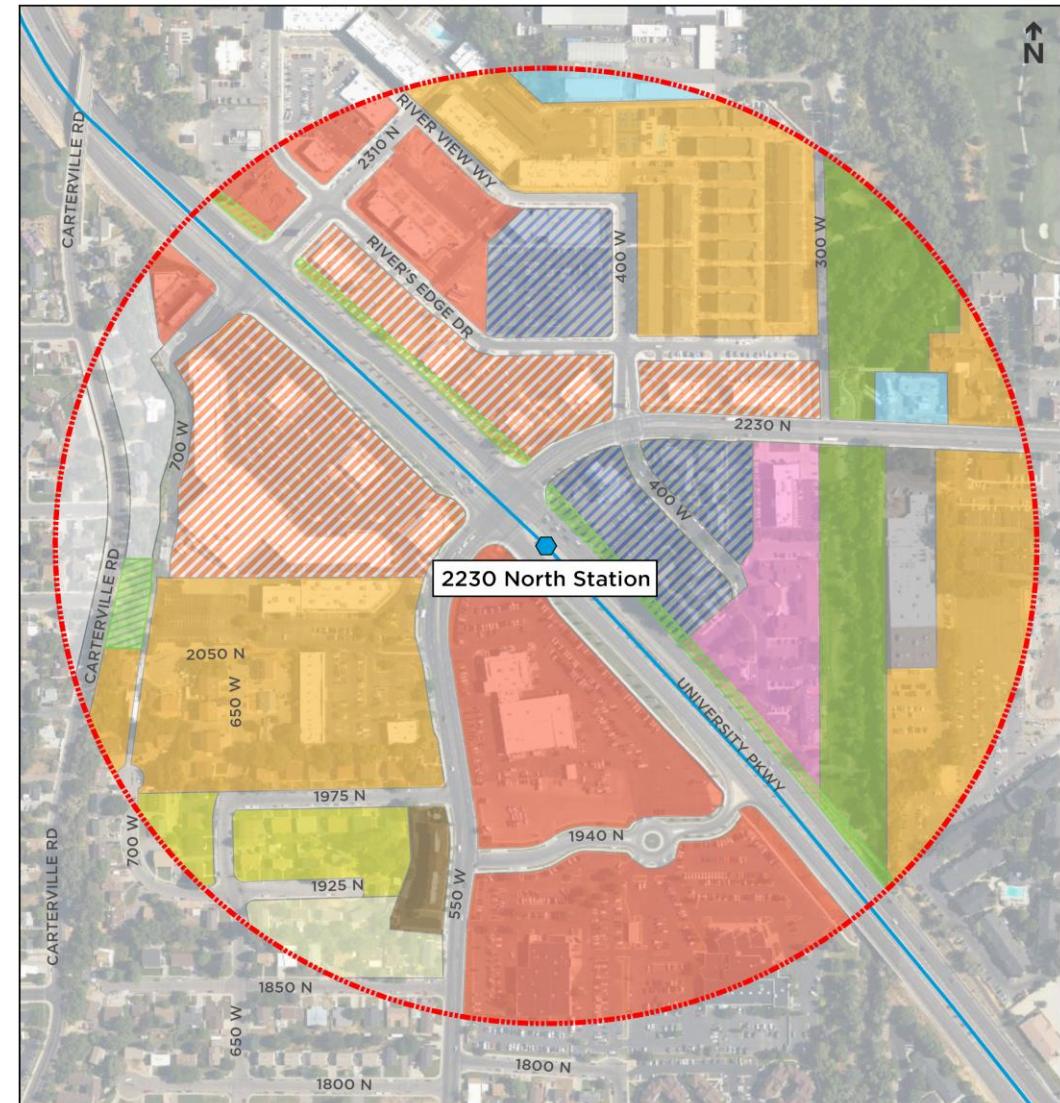
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2230 North Station

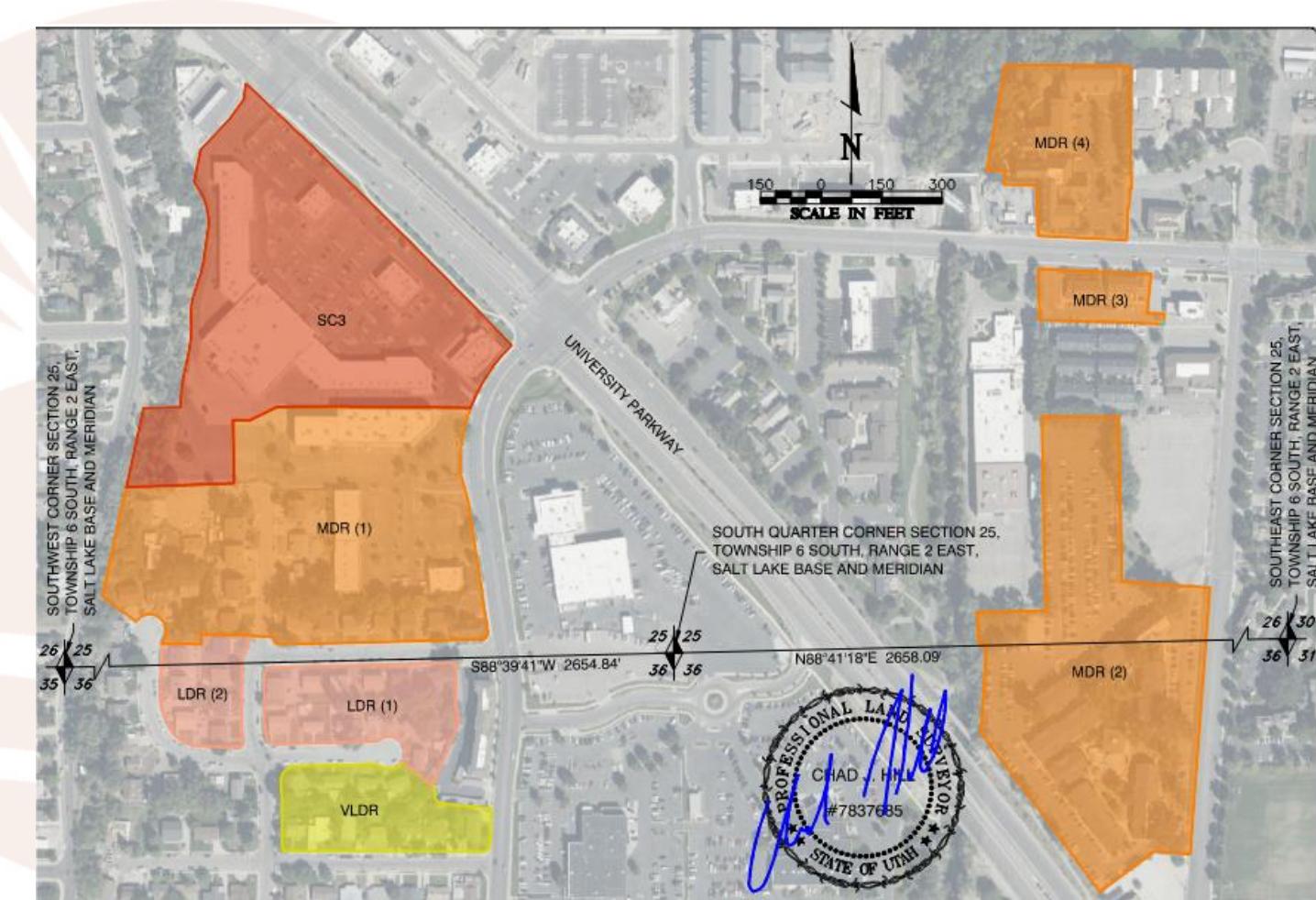
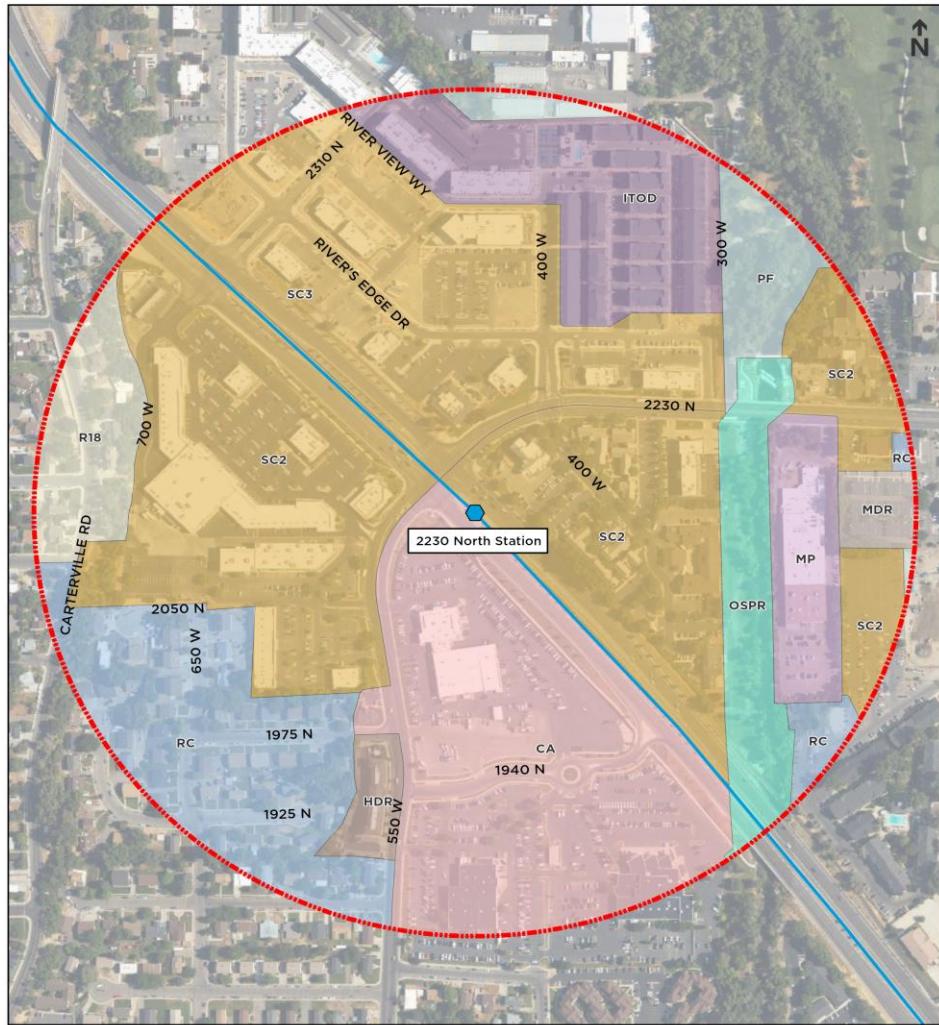


Future Land Use Map

Concentrating the most intense uses closest to the station and phasing density down to better integrate with the surrounding neighborhood as distance from the station increased.



Single Family	Commercial	Civic/Religious
Multiplex 1-2s*	Commercial Full Mixed Use	Open Space
Rowhomes 2-3s*	Entertainment/Hospitality	Greenway Connection
Stacked Housing 3-4s*	Employment	BRT Station
Stacked Housing 5s+*	Employment Non-Residential Mixed Use	BRT Route
*Stories		

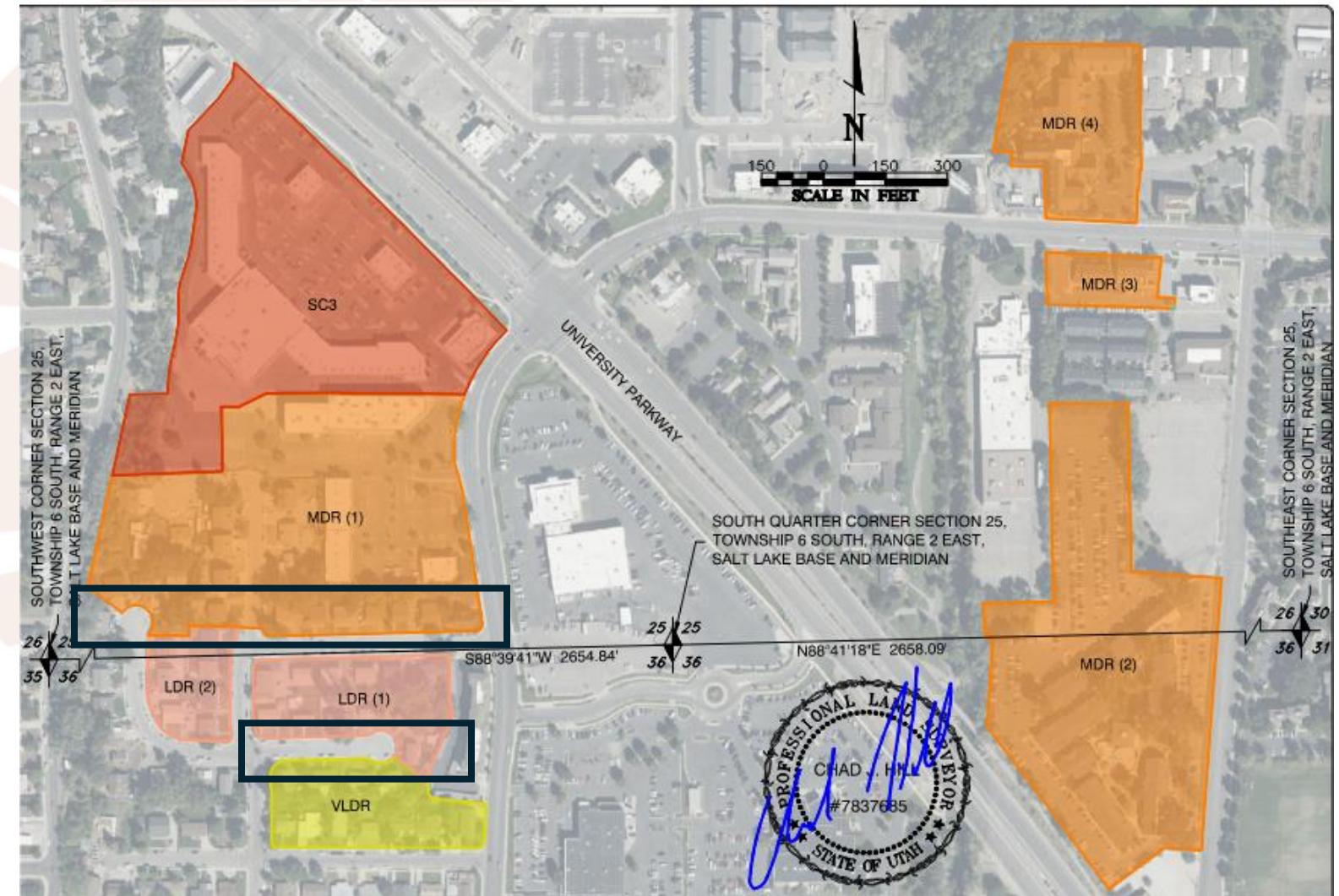


Public Comment

Beth Hedengren, Northwest District Co-Chair, mentioned the main concerns from the neighborhood were the impact of more density on traffic and ensuring that new developments provided open space.

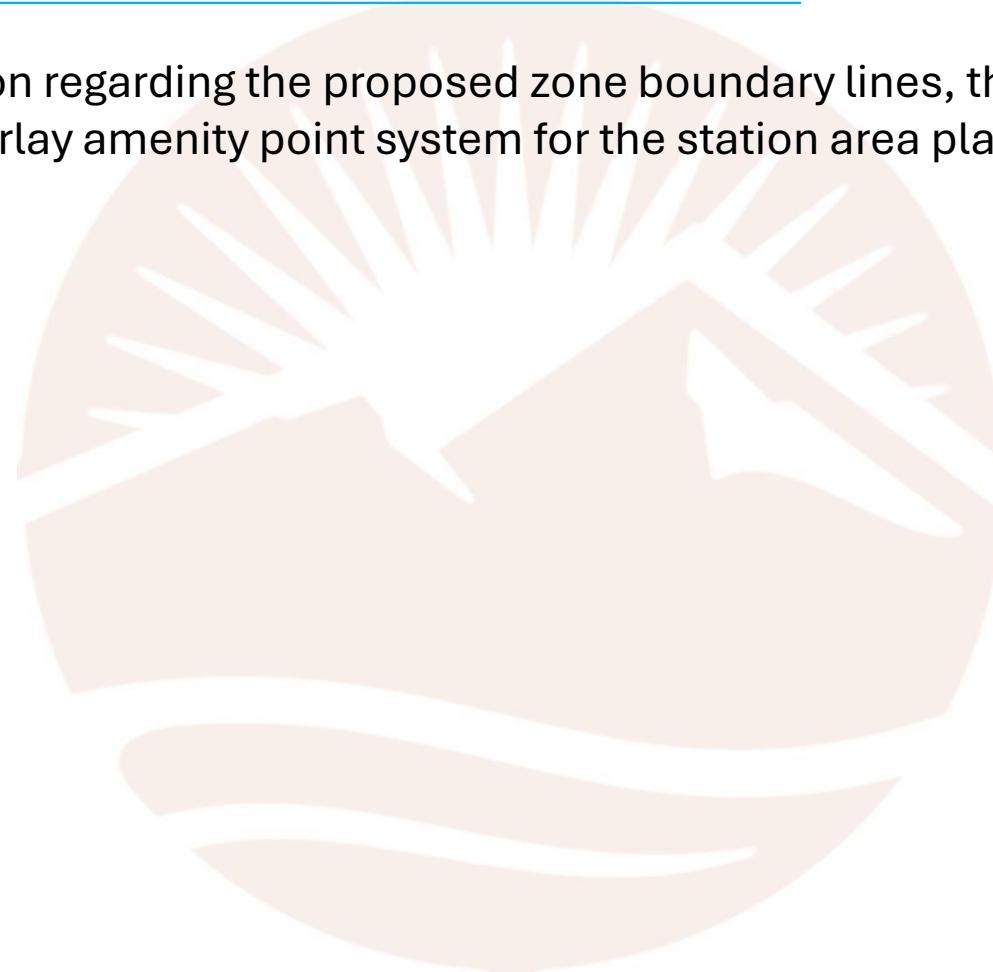
Eric Chase, stated that he was in favor of the rezones as they are, but wished that there was even more change.

Planning Commission Recommendation



Additional Recommendation

In addition to their recommendation regarding the proposed zone boundary lines, the Planning Commission also asked staff to evaluate an overlay amenity point system for the station area plan areas.



**Planning Commission Hearing
Staff Report**
Hearing Date: January 14, 2026

***ITEM 1** Development Services requests Zone Map Amendments to approximately 39 acres of land within a quarter-mile of the 2230 North UVX Station, as part of the Station Area Plan implementation, from the RC and SC2 Zones to the VLDR, LDR, MDR, and SC3 Zones. Carterville Neighborhood. Jessica Dahneke (801) 852-6413 jdahneke@provo.gov PLRZ20250689

Applicant: Provo City Development Services

Staff Coordinator: Jessica Dahneke

Property Owner: GKT PARKWAY VILLAGE LC1 LLC (ET AL)
Complete list of property owners within the station area can be seen in attachment 1

Acreage: 39.00

Number of Properties: 71

Number of Lots: 71

ALTERNATIVE ACTIONS

1. **Continue** to a future date to obtain additional information or to further consider information presented.
The next available meeting date is January 28, 2026 at 6:00 P.M.
2. **Deny** the requested variance. *This action would not be consistent with the recommendations of the Staff Report. The Board of Adjustment should state new findings.*

Relevant History: Provo City started working on the state-mandated station area plans in 2023. On September 17, 2025, the plans were certified by the state. As part of the station area plan implementation, the city is required to rezone the station areas to match the use that is shown in the Station Area Plan Future Land Use Map

Neighborhood Issues: In addition to the planning outreach process, the rezones were presented at the November 19, 2025, District 4 neighborhood meeting. No issues were raised.

Summary of Key Issues:

- The 2230 North Station Area Plan was certified by the state on September 17, 2025.
- The State requires that once station area plans are certified, the properties must be rezoned to what is proposed in the plan's Future Land Use Map.

Staff Recommendation: That the Planning Commission **recommend approval** to the Municipal Council to rezone approximately 39 acres of land in the 2230 North Station Area to VLDR, LDR, MDR, and SC3 as per the 2230 North Station Area Plan Future Land Use Map.

OVERVIEW

In 2023, Utah State Legislature required that cities create station area plans for all fixed railway stations and frontrunner stations within their city. Development Services has spent the last two years creating station area plans that meet the State's criteria and the goals of the Provo City General Plan. Each plan has been reviewed multiple times by different departments and advisory committees. In addition to the survey at the beginning of the planning process, Development Services held an open house to get feedback on the future land use maps for each station area plan, and a final draft of each plan was posted online for additional citizen feedback. The plans were reviewed and approved by Planning Commission and the City Council and have been certified by the State. Once a station area plan is certified, the State requires the zoning within the station area to match the land uses proposed in the station area plan.

STAFF ANALYSIS

State Code requires all station area plans to address four objectives: increasing housing availability and affordability, promote sustainable environmental conditions, expand transportation choices and connections, and enhance access to opportunities. Staff evaluated several future land use maps with various zoning configurations to meet both the mandated State objectives and General Plan goals. Based on feedback from advisory committees and citizens, staff determined the best approach was to concentrate the most intense uses near the UVX station, with intensity decreasing at greater distances. The 2230 North Station Area Plan Future Land Use Map reflects this approach by integrating more commercial and dense uses closer to the UVX station while gradually decreasing density as the distance from the station increases. The proposed rezones balance State objectives, City goals, and neighborhood compatibility.

Provo City Code Title 14.02.020(2) sets for the following guidelines for consideration of amendments:

1. Before recommending an amendment to this Title, the Planning Commission shall determine whether such amendment is in the interest of the public and is consistent with the goals and policies of the Provo City General Plan, the following guidelines shall be used to determine consistency with the General Plan:
 - (a) Public purpose for the amendment in question.

Staff response: To create the opportunity for redevelopment and infill development in the 2230 North Station Area that increases the availability and affordability of housing and enhances access to opportunities as shown in the 2230 North Station Area Plan Future Land Use Map.

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

Staff response: This zone map amendment serves as a signal to current and future property owners in the 2230 North Station Area of what kind of development or infill projects will help meet state requirements and the goals of the General Plan.

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

Staff response:

Land Use

1b. Encourage infill opportunities in downtown, mixed use, and transit-oriented developments.

1c. Promote neighborhood scale development in residential areas, including a mix of density such as pocket neighborhoods, missing middle housing, and small lot single-family.”

1d Promote neighborhood scale development in residential areas, including a mix of density such as pocket neighborhoods, missing middle housing, and small lot single-family.

Housing

1a. Encourage opportunities for small scale, infill housing development.

1f Encourage more options for entry-level housing including smaller lots and mixed housing, as well as smaller unit sizes including studios and apartments.

2 Strive to increase the number of housing units of all types across the whole of Provo in appropriate and balanced ways.

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

Staff response: There are no “timing and sequencing” issues with this request.

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

Staff response: Staff does not believe that this proposal will hinder or obstruct General Plan policies.

- (f) Adverse impacts on adjacent landowners.

Staff response: The proposed map amendments will not force any current property owner or adjacent landowner to change their property in any way. Staff does not foresee any adverse impacts on adjacent landowners.

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

Staff response: The General Plan Future Land Use Map shows the station area as “Mixed use”, “Residential”, “Open Space”, and “Public Facilities”. The proposed rezones within the station area are aligned with the respective areas on the General Plan Future Land Use Map.

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

Staff response: There is no conflict between the General Plan Map and Policies.

FINDINGS OF FACT

1. The 2230 North Station Area Plan was Certified by the State and Adopted by the City Council.
2. Updating the zone map to match the land uses proposed in the 2230 North Station Area Plan Future Land Use Map is a mandatory step in the station area plan implementation process.

CONCLUSIONS

The proposed rezones will provide opportunities for redevelopment and infill development in a way that is aligned with the General Plan and meets the state objectives. Staff recommend that the Planning Commission recommend approval of the proposed rezones to the Municipal Council.

ATTACHMENTS

1. List of property owners within the station area
2. Aerial Map
3. Proposed Areas to be rezoned
4. 2230 North Station Area Plan Future Land Use Map

ATTACHMENT 1 – LIST OF PROPERTY OWNERS WITHIN THE STATION AREA

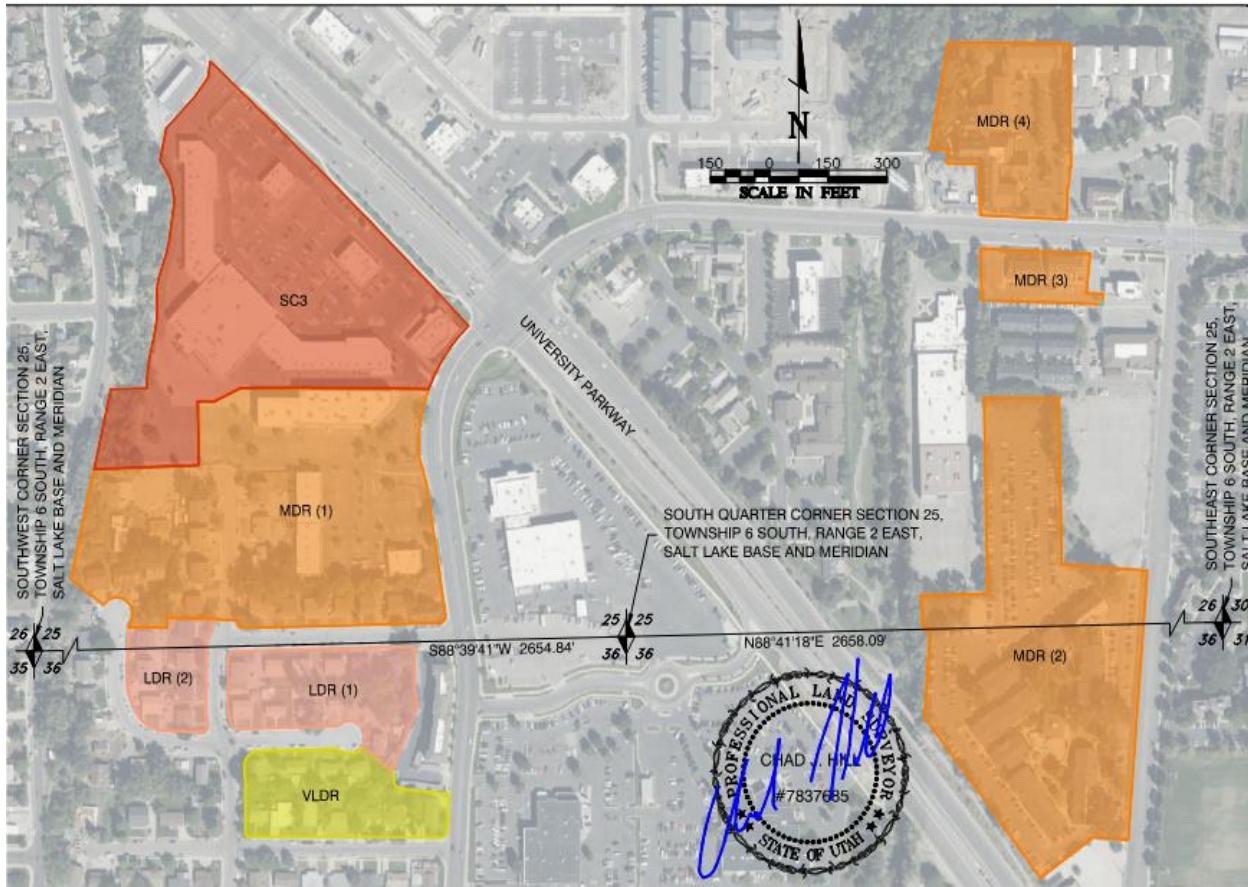
PLUMTREE LLC	WILLBURN - ALAN B & KRISANA R
UTAH VALLEY CAPITAL PARTNERS LLC	DAYLEY - K NEWELL & DIANE W (ET AL)
FLORES - MIGUEL A & SAYDA ELENA (ET AL)	FAE HOLDINGS 417635R LLC
ALTERSTIL HOLDINGS LLC	FOULK FAMILY PROPERTIES LLC
UTAH VALLEY CAPITAL PARTNERS LLC	PETERSON - DENNIS & SONJA
CHADBURN - RODNEY & KAREN	COMMON AREA
WATSON - BRIAN PRESTON & SKYE HOPE (ET AL)	GALUSHA - DEBORAH
FCPT RESTAURANT PROPERTIES LLC	PROVO CITY
BEE - JAN (ET AL)	SEEHAGEN - JODEE R
ELKINS - RYAN & LAURA J	PRIEDEMAN - DOUGLAS K & JOY E
RLR LC UTAH LIMITED LIABILITY COMPANY	LIN - SHAO-HUI (ET AL)
OREM CITY CORPORATION	FLINDT - KYLE HERBERT & LISA SPENDLOVE
PUDUR LLC	COMMON AREA
WOODWARD - TRISHA (ET AL)	BENNETT ADC BUILDING LLC
REEDER - ROBERT V & JUANITA	FRANCIS - WILLIAM R
CHO - SOOK	BENNETT ADC BUILDING LLC
RAIDER HOLDINGS LLC	PROVO INVESTMENT PROPERTIES LLC
RIVERSIDE COUNTRY CLUB	SS PROPS 4 LLC
BLACK - CODY & KARLI (ET AL)	WEVRE LLC
MINK LAKE INVESTMENT LLC	WARD - JAMES KARL & RACHEL
PROVO RIVER LODGING LLC	YACKTMAN - DONALD A & CAROLYN Z
JCWS LAND & HOLDING LLC	MEGA DIAMOND INDUSTRIES INC
APPLE SEVEN SPE PROVO - SAN DIEGO INC	KELLERSTRASS LAND AND LEASING LC
ARRHENIUS - NIKLAS BO	GKT PARKWAY VILLAGE LC1 LLC (ET AL)
RUIZ - ROBERT BERKLEY & GENIE	UTAH COUNTY ACADEMY OF SCIENCES
WILLBURN - ALAN B & KRISANA R	CURTIS & CURTIS LLC
MICKIEWICZ - RANDY & NANCY	BORGET HOLDINGS LLC
BRIGHAM YOUNG UNIVERSITY	GKT PARKWAY VILLAGE LC1 LLC (ET AL)
APEX EQUITY GROUP LLC	CARMACK - ADAM R & ANGELA
OR CAPITAL PARTNERS LLC	CARMACK - CURTIS & MELANIE Z
UTAH VALLEY CAPITAL PARTNERS LLC	CHRISTIAN - ISAAC & ADAM (ET AL)
RAINTREE OWNER LLC	CARMACK - CURTIS & MELANIE Z
WREN - CHRISTINE (ET AL)	HUBER - TANNER K (ET AL)
LEDUC - MATT & BRAXTON	LARSEN - TANEE
PROVO CITY CORP	CAHOON - MARK L & MARILEE
ANDREWS - CHASE B	BEAMES - LISA & BRYAN
2230 ASSOCIATES LLC	RIVERVIEW APARTMENTS LLC
JAW III PROPERTIES LC	GRIFFIN - ALAN & REGINA
MARK AT LAKE POINTE LLC (ET AL)	MATTHEWS - RICHARD A
TAL HOLDINGS LLC	RIVERS EDGE ON UNIVERSITY
UTAH LAKES NEUROSCIENCE MENTAL HEALTH CENTER PLLC	RIVERS EDGE APARTMENTS LLC
CSFW PROPERTIES LLC	PROVO 2024 LLC (ET AL)
BAKER - DENNIS	NB UTAH LLC (ET AL)
WOODBURY LAW PLLC	ART AND JOYCE GODI FAMILY INVESTMENTS LP

CLIFFORD - LINCOLN O	SEVEN CASTLES HOLDINGS LLC
ALM & ASSOCIATES INC	EVERYSTAR LLC
COTTONTREE LLC	PATEL - GIRISH A
BAUGH WORLD LLC	CRP INVESTMENT PROPERTIES LLC
VENTURE REAL ESTATES PROPERTY LLC	RIVERS EDGE CONDOS LLC
HUTCHINGS - D MARK & MARY S	CB&I PROPERTIES AND MANAGEMENT LLC
UTAH LAKES NEUROSCIENCE MENTAL HEALTH CENTER PLLC	HAMMOND FOOT AND ANKLE LLC
CARSON - SYLVIA	LF2 PROPERTY HOLDINGS LLC
P L WOOLSTENHULME FAMILY LIMITED PARTNERSHIP	FRITSCH - DANIEL L & ERIN J
NIELD - D KELLY	THORN - JOSHUA K
CSFW PROPERTIES LLC	JOLLEY - GREGORY GRANT & MARILEE E
C&A RESOURCES LLC	MUSE VENTURE LLC
DESTER - JOHN L & DEBRA (ET AL)	BAYLES - MARILYN DENA
HENDRICKSON HOLDINGS LLC	MALLORY - MITCHELL B & CAITLIN B
ROBINS - KIPP MORENO & TAMARA ANDERSON	DAY - RUSSELL H & HEATHER O
FLORES - MIGUEL A & SAYDA ELENA (ET AL)	PROVO CITY HOUSING AUTHORITY
CHADBURN - RODNEY & KAREN	STANLEY - BRUCE N & JEANEL OTTO
ROBINS - KIPP MORENO & TAMARA ANDERSON	DENSLEY - LOGAN T & APRIL T
WATSON - BRIAN PRESTON & SKYE HOPE (ET AL)	WAIT - MARK T & MARLA E
MICKIEWICZ - RANDY DAVID & NANCY MARIE (ET AL)	RIVERA - CHESTER & SATSUKI M
STOUT - GREGORY D & G KELLI	ERCANBRACK - MARYLYNN & LAURALEE
MCCABE - TARA & COREY	AUSSIE HOLDINGS LLC SERIES SILVER SHADOW 1979
RUIZ - ROBERT BERKLEY & GENIE	UNIHOLD LIMITED PARTNERSHIP
ARRHENIUS - NIKLAS B & TIFFANY K	BAYLES - MARILYN DENA
DEAN - RONALD & DIANA	LA CASA RAFAEL LLC
	BAYLES - MARILYN DENA
	1975 NORTH 6068 LLC
	COLEMAN - LUCAS S
	ASHDOWN - CASEY & JAMIE (ET AL)
	PRINCE - LELAND F & WENDE L
	BERNTSON - SABRA
	DEAD END PROPERTIES LLC
	HASEGAWA - GEORGE (ET AL)
	FINLINSON - JASON L & NICOLE
	HAILSTONE - CYNTHIA LOUISE (ET AL)
	MUIRHEAD - ERNEST BERNDT & KATHRYN ANN (ET AL)

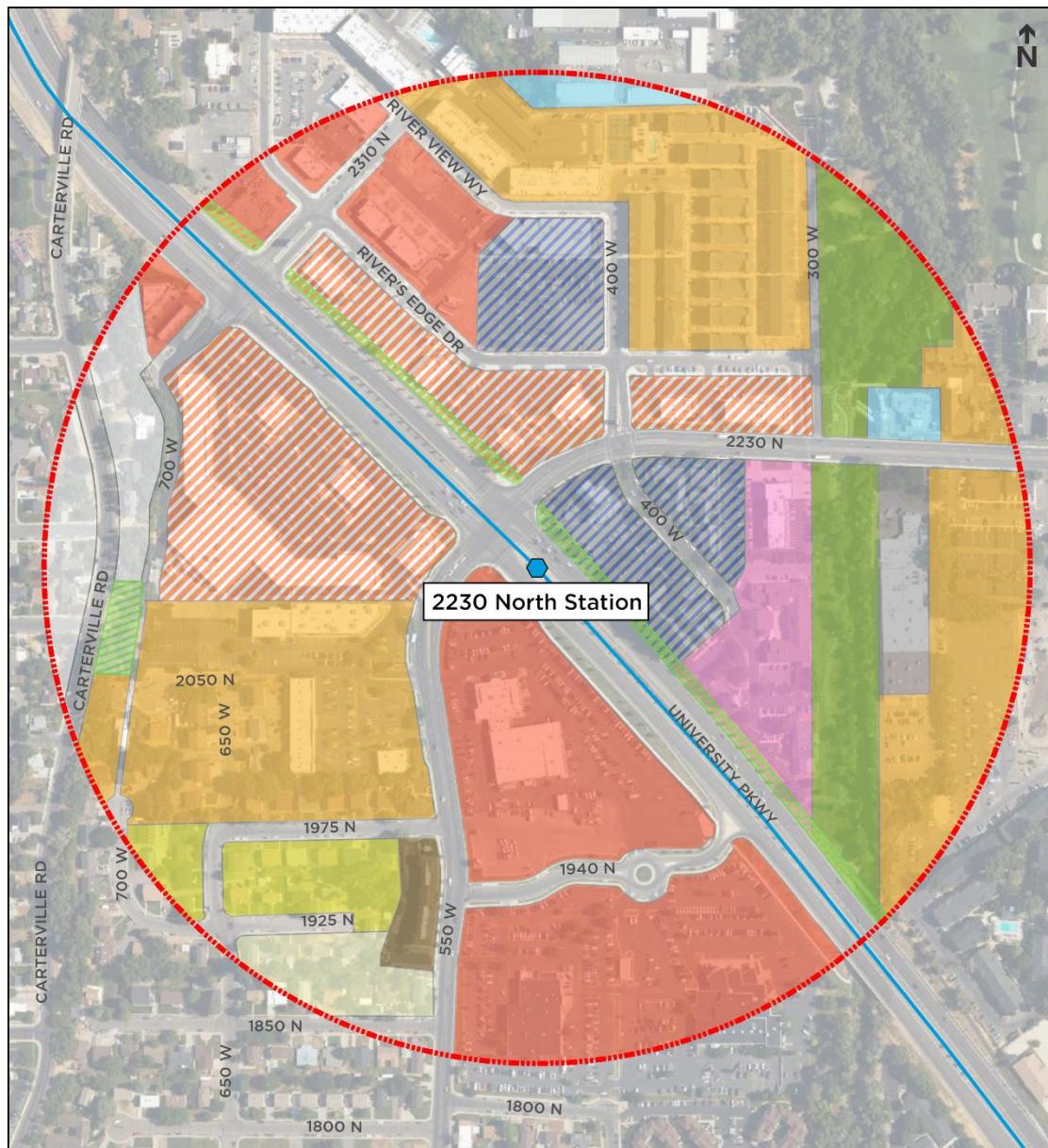
ATTACHMENT 2 – AERIAL MAP



ATTACHMENT 3 – PROPOSED AREAS TO BE REZONED



ATTACHMENT 4 – 2230 NORTH STATION AREA PLAN FUTURE LAND USE MAP



Single Family	Commercial	Civic/Religious
Multiplex 1-2s*	Commercial Full Mixed Use	Open Space
Rowhomes 2-3s*	Entertainment/Hospitality	Greenway Connection
Stacked Housing 3-4s*	Employment	Industrial/Manufacturing
Stacked Housing 5s+*	Employment Non-Residential Mixed Use	
*Stories		

Legend:

- Station Area
- BRT Station
- BRT Route

Provo City Planning Commission
Report of Action

January 14, 2026

***ITEM 1** Development Services requests Zone Map Amendments to approximately 39 acres of land within a quarter-mile of the 2230 North UVX Station, as part of the Station Area Plan implementation, from the RC and SC2 Zones to the VLDR, LDR, MDR, and SC3 Zones. Carterville Neighborhood. Jessica Dahneke (801) 852-6413 jdahneke@provo.gov PLRZ20250689

The following action was taken by the Planning Commission on the above described item at its regular meeting of January 14, 2026:

RECOMMENDED APPROVAL

On a vote of 9:0, the Planning Commission recommended that the Municipal Council approve the above noted application

Motion By: Lisa Jensen

Second By: Barbara DeSoto

Votes in Favor of Motion: Matt Wheelwright, Jon Lyons, Barbara DeSoto, Lisa Jensen, Anne Allen, Daniel Gonzales, Melissa Kendall, Joel Temple, Jonathon Hill

Jonathon Hill 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.

LEGAL DESCRIPTION FOR PROPERTY TO BE REZONED

The property to be rezoned to the VLDR, LDR, MDR, and SC3 Zone is described in the attached Exhibit A.

STAFF PRESENTATION

The Staff Report to the Planning Commission provides details of the facts of the case and the Staff's analysis, conclusions, and recommendations.

Staff also answered the following questions:

- In addressing the concerns raised by the Northwest District Co-Chair, Staff explained that any future development would have to provide traffic studies and pay for both on and off-site improvements to the road infrastructure necessary to support their project. Staff also highlighted that our code also requires open space and amenities for developments.
- In addressing questions raised by commissioners regarding tools we have for developments to be affordable, Staff explained that there were no additional incentives attached to the rezones, affordability would be addressed with future development plans as projects are submitted.
- Staff confirmed that these proposed rezones would not require any of the existing properties to change use. The current properties can exist as is, future development would need to meet the requirements of the new zones.

CITY DEPARTMENTAL ISSUES

- The Coordinator Review Committee (CRC) has reviewed the application and given their approval.

NEIGHBORHOOD MEETING DATE

- A neighborhood meeting was held on 11/19/2026.

NEIGHBORHOOD AND PUBLIC COMMENT

- The Neighborhood District Chair was present /addressed the Planning Commission during the public hearing. The Northwest District Co-Chair, Beth Hedengren, stated that the two concerns from the neighborhood are the future increase of traffic from developments and the impact that will have the neighborhood and ensuring that future development provide green space for the residents to utilize.

CONCERNS RAISED BY PUBLIC

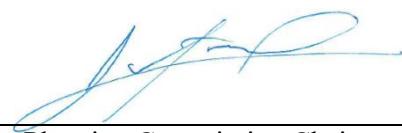
Any comments received prior to completion of the Staff Report are addressed in the Staff Report to the Planning Commission. Key issues raised in written comments received subsequent to the Staff Report or public comment during the public hearing included the following:

- Eric Chase, District 4 resident, stated that he was in favor of the proposed rezones, but wished that there was more area to be rezoned to encourage more housing or commercial uses in the station area.

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

- Commissioner Wheelwright commented that having the boundaries between the different zones cut through the street instead of through the rear property line wouldn't encourage the most cohesive development types. He stated that housing of the same type facing each other encourages better community building compared to a single-family dwelling facing an apartment complex.
- Commissioner Temple asked if there are some TOD centric amenities that can increase the walkability.
- Commissioner DeSoto echoed his concerns stating that finding ways to encourage micromobility will lessen the traffic in the station area.
- Commissioner Jensen agreed stating that while not directly related to the rezones, she wants to encourage ways that these rezones do create a more walkable neighborhood. Additionally, she stated that she was in favor of the rezones. She also agreed with evaluating where the rezone lines are so that zone boundaries are running through a rear yard rather than across a street.
- Commissioner Hill summarized the two main points that were being discussed, first, where the zone boundaries are and if the Planning Commission wants to recommend adjusting them, so they aren't being drawn along streets. Second, having staff look into creating an overlay to make sure that future development in the area is designed to encourage a variety of transportation options, especially micromobility options.
- Commissioner Jensen made a motion to recommend approval of the rezones to the Municipal Council with the additional recommendation that the zone boundaries are evaluated so they do not go through the streets.



Planning Commission Chair



Director of Development Services

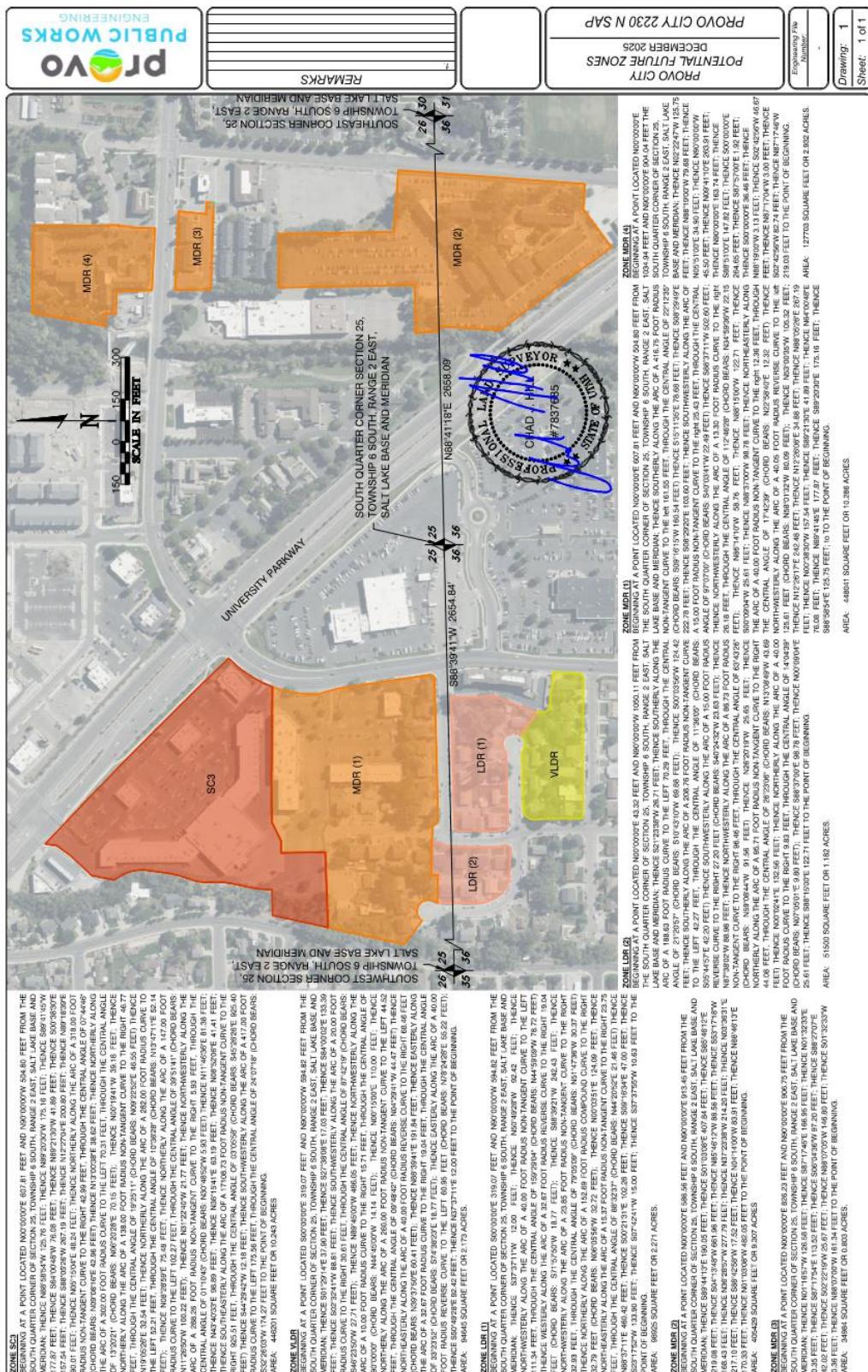
See Key Land Use Policies of the Provo City General Plan, applicable Titles of the Provo City Code, and the Staff Report to the Planning Commission for further detailed information. The Staff Report is a part of the record of the decision of this item. Where findings of the Planning Commission differ 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 Development Services Department, 445 W Center Street, 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



PROVO MUNICIPAL COUNCIL

WORK SESSION

STAFF REPORT



Submitter: AARDMORE
Presenter: Aaron Ardmore, Planning Supervisor
Department: Development Services
Meeting Date: 2/10/2026
Requested Duration (Minutes): 15 minutes
CityView or Issue File Number: PLRZ20250028

SUBJECT: 2 An ordinance amending the zone map classification of real property, generally located at 1560 South 1100 West, from the A1.5 and RA zones to the General Commercial (CG) and Very Low Density (VLDR) zones. Lakewood Neighborhood. (PLRZ20250028)

ADMINISTRATIVE RECOMMENDATION: Recommend Approval

ADMINISTRATIVE MEMO: Andrade Christensen, representing Clearwing LC, is proposing a zone map amendment from the RA (Residential Agricultural) and A1 (Agricultural) zones to the CG and VLDR Zones to allow for a 4.17-acre mixed-use development along the east side of 1100 West between 1560 South and Lakeview Parkway.

The conceptual layout includes 3.83 acres of CG zoning, and 0.32 acres (or approximately 14,000 sq. ft.) of VLDR zoning. The concept splits the property into three main parts. Part one, commercial lot one (adjacent to Lakeview Pkwy), could provide space for a motel (as shown in the concept plan), a gas/service station, or some other large commercial use. Part two, the other commercial lot, could support up to seven small neighborhood services, as shown in the concept plan. The VLDR portion is the third part and could provide space for two new residential units.

FISCAL IMPACT: None

TIME SENSITIVITY:

GOALS: This proposal follows the General Plan for mixed-use at the intersection of 1100 West and Lakeview Parkway and could help achieve goals of mixed housing types and increased commercial opportunities on the west side of Provo. Further analysis is provided by responding to the criteria for amendments found in Provo City Code 14.02.020, as follows:

(a) Public purpose for the amendment in question.

Applicant Response: "To allow commercial uses to be established on this corner to allow services to be available to residence of nearby community."

Staff Response: Staff agree with the stated public purpose from the applicant.

Residents of the west side have continually asked for convenient commercial services.

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

Staff Response: Staff believe that a mix of the CG and VLDR zones will allow for a variety of uses to create a mixed-use node for this area and are good tools for establishing a mix of uses and services in an area that is identified in the General Plan map for exactly that.

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

Applicant Response: "Because of new development and the airport, sports park, etc., this will allow services available to community, and patrons of airport and sports park facilities. This rezone is in alignment with Provo City's general plan."

Staff Response: Staff agree that this proposal is in line with the General Plan.

Specifically, this proposal can help to meet the following goals:

- GP Chapter 3, goal 1a: Encourage the development of additional single-family home developments in key areas to address housing shortages and facilitate additional economic opportunities.

- GP Chapter 3, goal 1c: Promote neighborhood scale development in residential areas, including a mix of density such as pocket neighborhoods, missing middle housing and small lot single-family.

- GP Chapter 4, goal 2: Strive to increase the number of housing units of all types across the whole of Provo in appropriate and balanced ways.

- SW Plan Chapter 3, goal 2: Amend zoning map to be consistent with the plan.

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

Staff Response: This proposal is adjacent to established homes and across 1100 West from a recently entitled mixed-use development, Lakeview Grove.

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

Staff Response: Staff do not foresee this proposal being a hindrance or obstructive to the goals of the General Plan.

(f) Adverse impacts on adjacent landowners.

Staff Response: There will be an increase in traffic, but will be handled and mitigated by the traffic management of Provo City Engineering.

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

Staff Response: They are correct.

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

Staff Response: No conflict exists.

Additionally, since this request has a small residential portion, staff have reviewed it against the questions on page 45 of the General Plan for evaluating proposed rezone applications for housing developments below (staff responses in bold).

• Would the rezone promote one of the top 3 housing strategies? Yes, see below.

? Promote a mix of home types, sizes, and price points Yes, the twin-home concept would deliver a different home type and price point for the area.

? Support zoning to promote ADUs and infill development No.

? Recognize the value of single-family neighborhoods Yes, by buffering the CG area with a VLDR product.

- Are utilities and streets currently within 300 feet of the property proposed for rezone? Yes.
- Would the rezone exclude land that is currently being used for agricultural use? No, the property has been recently used for grazing.
- Does the rezone facilitate housing that has reasonable proximity (1/2 mile) to public transit stops or stations? No, the closest bus stop is approximately 1 mile away (500 W 920 S).
- Would the rezone encourage development of environmentally or geologically sensitive, or fire or flood prone, lands? If so, has the applicant demonstrated these issues can reasonably be mitigated? Yes, the site will need to be brought up above the flood plain with additional fill.
- Would the proposed rezone facilitate the increase of on-street parking within 500 feet of the subject property? If so, is the applicant willing to guarantee use of a TDM in relation to the property to reduce the need for on-street parking? No, the concept has more than sufficient parking for the uses.
- Would the rezone facilitate a housing development where a majority of the housing units are owner-occupied? Is the applicant willing to guarantee such? Unknown at this time.
- Would the proposed rezone facilitate a housing development where at least 10% of the housing units are attainable to those making between 50-79% AMI? Is the applicant willing to guarantee such? Unknown at this time.

ORDINANCE <<Document Number>>

AN ORDINANCE AMENDING THE ZONE MAP CLASSIFICATION OF
REAL PROPERTY, GENERALLY LOCATED AT 1560 SOUTH 1100 WEST 1,
FROM THE AGRICULTURAL (A1.5) AND RESIDENTIAL
AGRICULTURAL (RA) ZONES TO THE GENERAL COMMERCIAL (CG)
AND VERY LOW DENSITY (VLDR) ZONES. LAKEWOOD
NEIGHBORHOOD. (PLRZ20250028)

RECITALS:

It is proposed that the classification on the Provo Zoning Map for approximately 4.17 acres of real property, generally located at 1560 South and 1100 West (an approximation of which is shown or described in Exhibit A and a more precise description of which is attached as Exhibit B), be amended from the Agricultural (A1.5) and Residential Agricultural (RA) zones to the General Commercial (CG) and Very Low Density (VLDR) zones;

On January 14, 2026, the Planning Commission held a public hearing to consider the proposal, and after the hearing the Planning Commission recommended **approval** of the proposal to the Municipal Council by a 8:1 vote;

The Planning Commission's recommendation was based on the project design presented to the Commission;

On February 10, 2026, the Municipal Council met to determine the facts regarding this matter and receive public comment, which facts and comments are found in the public record of the Council's consideration; and

After considering the Planning Commission's recommendation and the facts presented to the Municipal Council, the Council finds that (i) the proposed action should be approved, and (ii) such action furthers the health, safety, and general welfare of the citizens of Provo City.

THEREFORE, the Provo Municipal Council ordains as follows:

PART I:

The classification on the Provo Zoning Map is amended from the Agricultural (A1.5) and Residential Agricultural (RA) zones to the General Commercial (CG) and Very Low Density (VLDR) zones for the real property described in this ordinance.

41 PART II:

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43 A. If a provision of this ordinance conflicts with a provision of a previously adopted
44 ordinance, this ordinance controls.

45

46 B. This ordinance and its various sections, clauses, and paragraphs are severable. If any part,
47 sentence, clause, or phrase is judicially determined to be unconstitutional or invalid, the
48 remainder of the ordinance is not affected by that determination.

49

50 C. This ordinance takes effect immediately after it has been posted or published in accordance
51 with Utah Code Section 10-3-711, presented to the Mayor in accordance with Utah Code
52 Section 10-3b-204, and recorded in accordance with Utah Code Section 10-3-713.

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54 D. The Municipal Council directs that the Provo Zoning Map be updated and codified to
55 reflect the provisions enacted by this ordinance.

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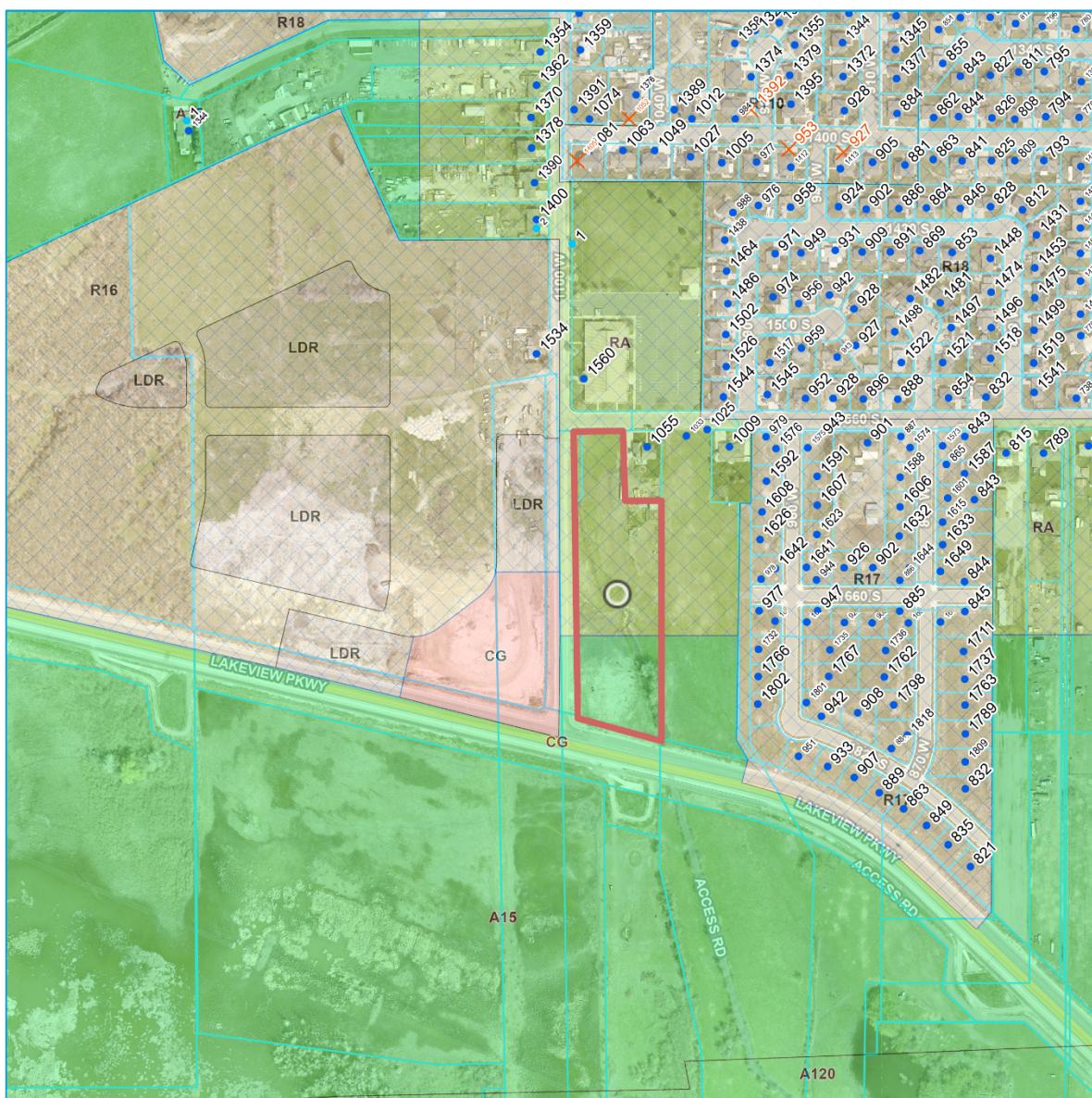
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EXHIBIT A

Provo City



Date: 12/31/2025



This map is for graphical representation only and not for construction or defining feature locations.

0 0.07 0.13

mi

EXHIBIT B

RESIDENTIAL LEGAL DESCRIPTION:

BEGINNING AT A POINT LOCATED S88°50'23"W 665.63 FEET ALONG THE SECTION LINE AND SOUTH 1559.96 FEET FROM THE NORTHEAST CORNER OF SECTION 14, TOWNSHIP 7 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE N89°46'28"E 119.56 FEET; THENCE S00°48'47"E 120.50 FEET; THENCE WEST 121.27 FEET; THENCE NORTH 120.01 FEET TO THE POINT OF BEGINNING.

CONTAINS 0.33 ACRES.

COMMERCIAL LEGAL DESCRIPTION:

BEGINNING AT A POINT LOCATED S88°50'23"W 665.63 FEET ALONG THE SECTION LINE AND SOUTH 1679.97 FEET FROM THE NORTHEAST CORNER OF SECTION 14, TOWNSHIP 7 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE EAST 121.27 FEET; THENCE S00°48'47"E 80.82 FEET; THENCE S89°39'14"E 105.86 FEET; THENCE S00°22'02"W 682.52 FEET; THENCE N76°40'00"W 231.98 FEET; THENCE N33°47'58"W 14.69 FEET; THENCE NORTH 66.82 FEET; THENCE N03°39'20"W 78.42 FEET; THENCE NORTH 466.95 FEET; THENCE N45°00'00"E 21.21 FEET; THENCE NORTH 71.23 FEET TO THE POINT OF BEGINNING.

CONTAINS 3.84 ACRES.



WELCOME HOME

PLANNING COMMISSION

January 14, 2026

ITEM 3

Andrade Christensen requests Concept Plan approval for a 4.17-acre mixed-use development in a proposed CG (General Commercial) and VLDR (Very Low Density Residential) Zone, located approximately at 1560 South and 1100 West.

Lakewood Neighborhood

PLCP20250025

*ITEM 4

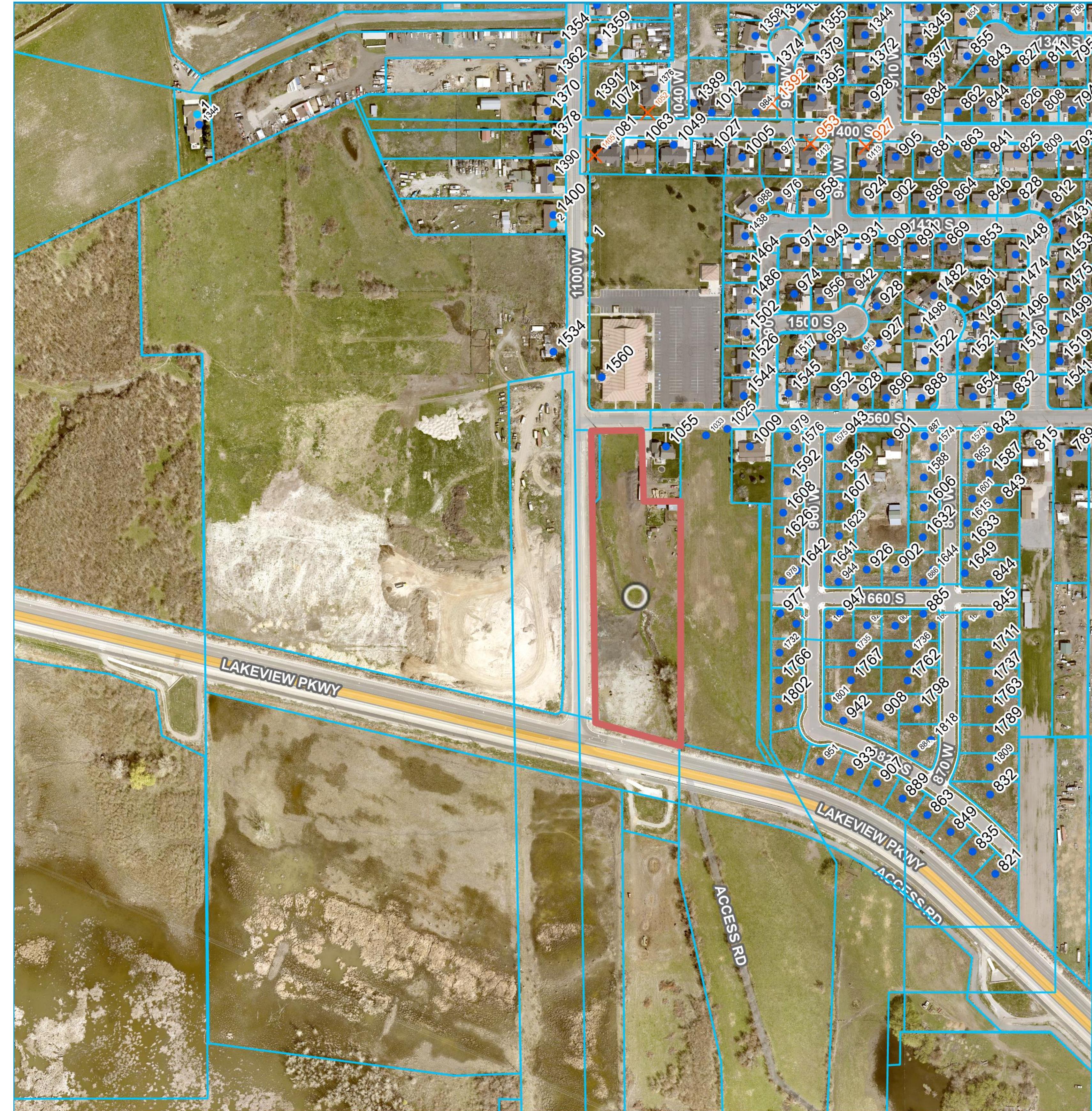
Andrade Christensen requests a Zone Map Amendment from the A1.5 (Agricultural) and RA (Residential Agricultural) Zones to the CG (General Commercial) and VLDR (Very Low Density Residential) Zones to develop a 4.17-acre mixed-use development, located approximately at 1560 South and 1100 West.

Lakewood Neighborhood

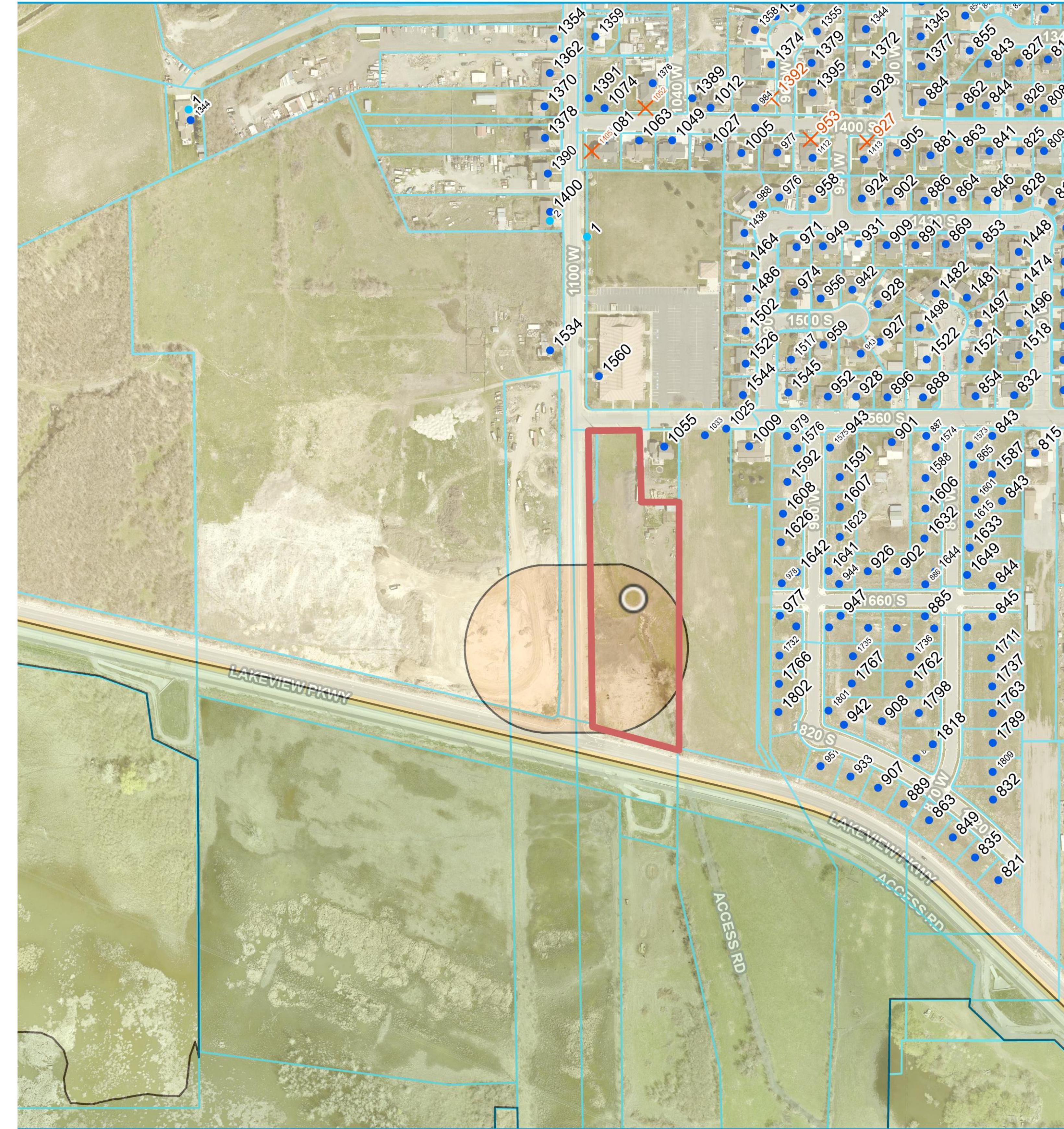
PLRZ20250028

Dry Creek

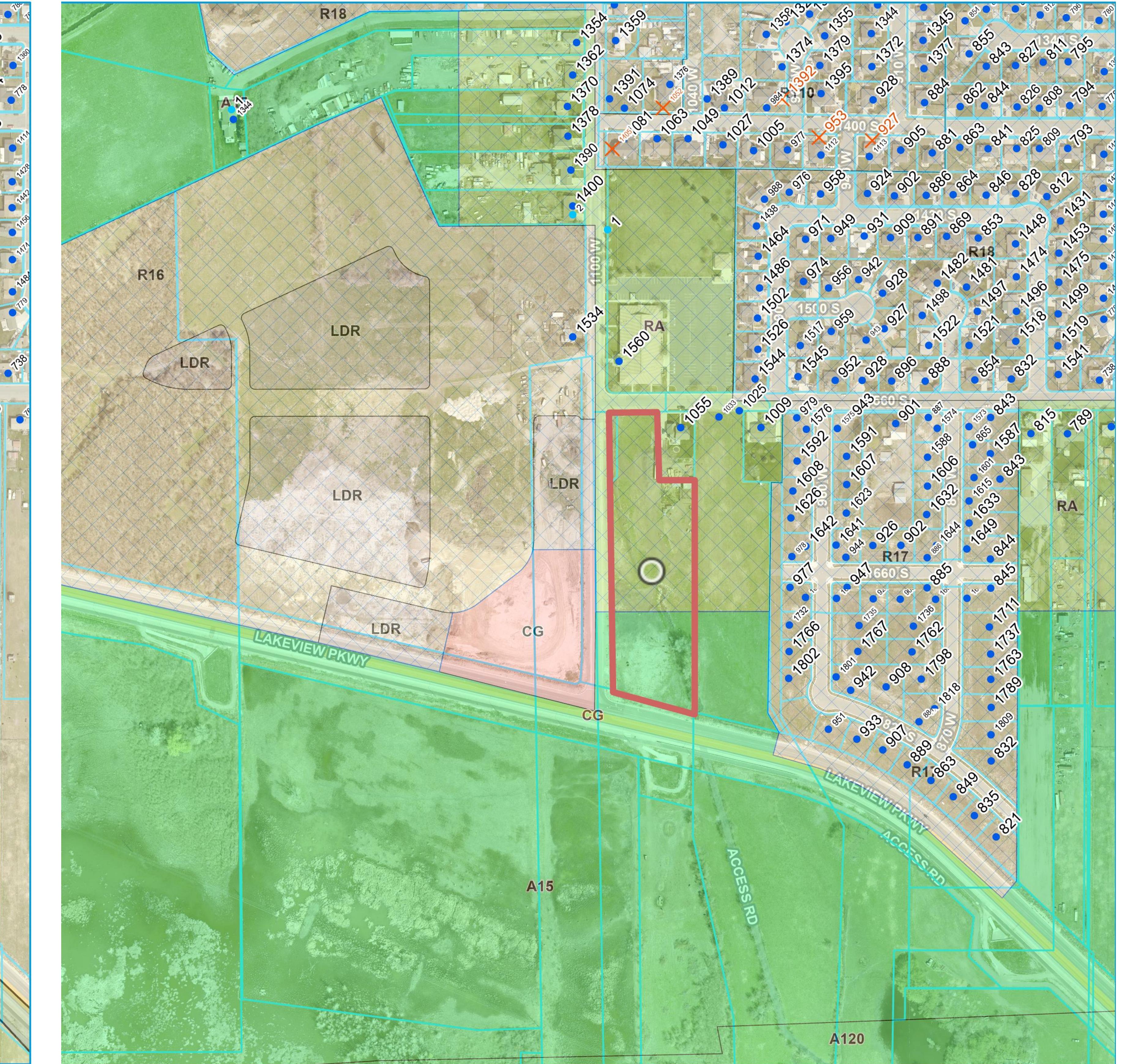
Rezone to CG and VLDR



Vicinity Map



General Plan Map

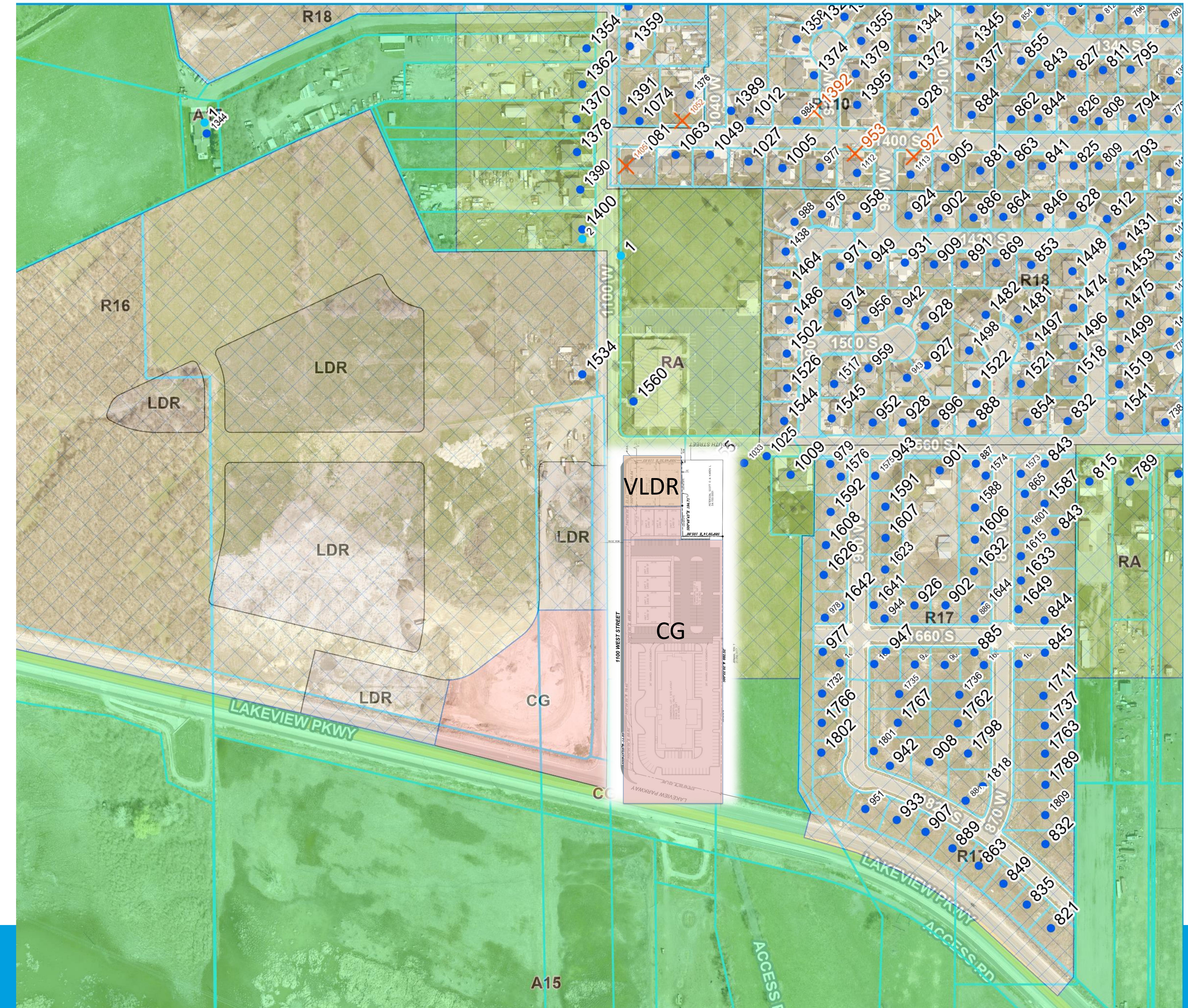


Zone Map

Dry Creek

Rezone to CG and VLDR

- Proposal to change from Residential Agriculture (RA) and Agriculture (A1) Zones to CG and VLDR.
- Follows General Plan for mixed-use development at 1100 West and Lakeview Parkway.
- VLDR Zone provides a transition buffer from surrounding residential uses.
- Proximity to similar zones west of 1100 West can create a new commercial/mixed-use node of activity/services.



Dry Creek

Rezone to CG and VLDR

- Concept Plan Details:

- VLDR Zone (.32 acres)

> Twin-home

- four parking stalls per unit
- access from 1560 South

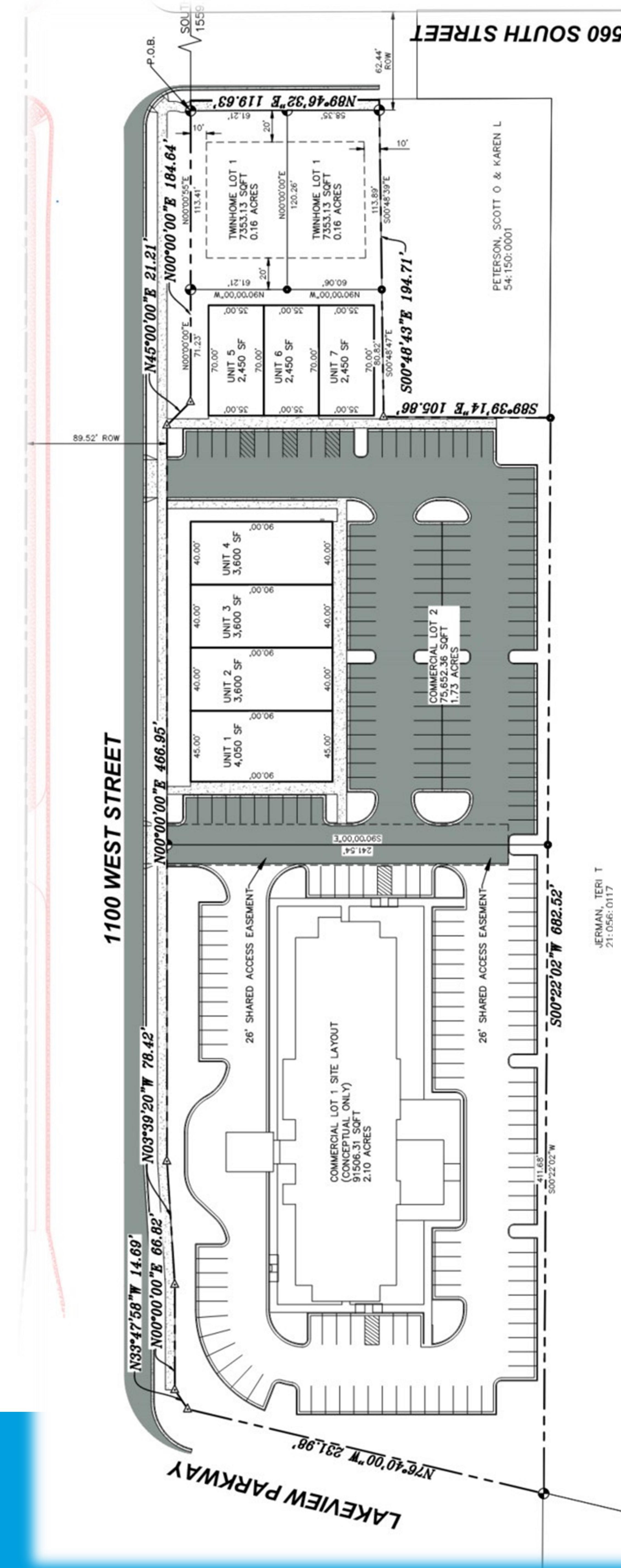
- CG Zone (3.83 acres)

> Lot 1: Retail units (1.73 acres)

- 104 parking spaces provided
- 89 parking spaces required (@1/250 sq. ft.)

> Lot 2: Large commercial pad (2.1 acres)

- 104 parking spaces provided



TWIN HOME ELEVATION



Commercial Retail Elevations



ITEM 3

Andrade Christensen requests Concept Plan approval for a 4.17-acre mixed-use development in a proposed CG (General Commercial) and VLDR (Very Low Density Residential) Zone, located approximately at 1560 South and 1100 West.

Lakewood Neighborhood

PLCP20250025

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Lakewood Neighborhood

PLRZ20250028

Provo City Planning Commission

Report of Action

January 14, 2026

***ITEM 4** Andrade Christensen requests a Zone Map Amendment from the A1.5 (Agricultural) and RA (Residential Agricultural) Zones to the CG (General Commercial) and VLDR (Very Low Density Residential) Zones to develop a 4.17-acre mixed-use development, located approximately at 1560 South and 1100 West. Lakewood Neighborhood. Aaron Ardmore (801) 852-6404 aardmore@provo.gov PLRZ20250028

The following action was taken by the Planning Commission on the above described item at its regular meeting of January 14, 2026:

RECOMMEND APPROVAL

On a vote of 8:1, the Planning Commission approved the above noted application.

Motion By: Joel Temple

Second By: Matt Wheelwright

Votes in Favor of Motion: Joel Temple, Jon Lyons, Jonathon Hill, Barbara DeSoto, Melissa Kendall, Lisa Jensen, Matt Wheelwright, Anne Allen

Votes Against the Motion: Daniel Gonzales

Jonathon Hill 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.

RELATED ACTIONS

Planning Commission approved the associated concept plan (Item 3, 1/14/26 agenda, PLCP20250025)

LEGAL DESCRIPTION FOR PROPERTY TO BE REZONED

The property to be rezoned to the VLDR and CG Zone is described in the attached Exhibit A.

APPROVED/RECOMMENDED OCCUPANCY

- 2 Total Residential Units
- Type of occupancy approved: Family

STAFF PRESENTATION

The Staff Report to the Planning Commission provides details of the facts of the case and the Staff's analysis, conclusions, and recommendations. Staff addressed Planning Commission questions regarding surrounding uses, potential adjacent development, parking numbers, and traffic.

CITY DEPARTMENTAL ISSUES

- The Coordinator Review Committee (CRC) has reviewed the application and given their approval.
- Traffic study may be required with future stages of approval.

NEIGHBORHOOD MEETING DATE

- A neighborhood meeting was held on 02/19/2025.

NEIGHBORHOOD AND PUBLIC COMMENT

- The Neighborhood District Chair was present /addressed the Planning Commission during the public hearing.

CONCERNS RAISED BY PUBLIC

Any comments received prior to completion of the Staff Report are addressed in the Staff Report to the Planning Commission. Key issues raised in written comments received subsequent to the Staff Report or public comment during the public hearing included the following:

- Brooke Barnes (neighborhood program representative) presented the results of the February 2025 meeting. She illustrated that there were concerns about multiple small buildings, increased crime, and traffic; but that the majority of the people in the meeting supported this proposal.

APPLICANT RESPONSE

Key points addressed in the applicant's presentation to the Planning Commission included the following:

- Andrade Christensen responded to concerns and questions from the Planning Commission, noting that there aren't any specific users lined up for this project but that there is a lot of interest, especially with a gas station.

PLANNING COMMISSION DISCUSSION

Key points discussed by the Planning Commission included the following:

- Lisa Jensen asked if the zone boundaries could adjust, if the site layout could change, and when traffic studies and specific plans would come back.
- Matt Wheelwright noted that this is not a "walkable" area of the city, but that design and architecture should be carefully thought of and reviewed to make sure the area gets a nice product. He is supportive of the proposal because it could bring commercial uses to an area that desires them.
- The Commission discussed the advantages of commercial use at this location near the airport and sports park.
- Daniel Gonzales noted that he would look for the entire site to be commercial zoned.
- Joel Temple desired that the project plans to follow the zone change decision should provide a better layout and mix of the proposed uses.
- Commission discussed the gradient of intensity from north to south on the lot is good and will depend on a lot of vehicle traffic that passes through.
- Commissioners discussed alternatives with design and uses for the applicant and Council to consider.
- A straw poll to recommend a larger residential zone portion of the proposal to the Council was made but received only two in favor so was not included in the motion.



Planning Commission Chair



Director of Development Services

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 Development Services Department, 445 W Center Street, 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

RESIDENTIAL LEGAL DESCRIPTION:

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CONTAINS 3.84 ACRES.

**Planning Commission Hearing
Staff Report**
Hearing Date: January 14, 2026

***ITEM 4** Andrade Christensen requests a Zone Map Amendment from the A1.5 (Agricultural) and RA (Residential Agricultural) Zones to the CG (General Commercial) and VLDR (Very Low Density Residential) Zones to develop a 4.17-acre mixed-use development, located approximately at 1560 South and 1100 West. Lakewood Neighborhood. Aaron Ardmore (801) 852-6404 aardmore@provo.gov PLRZ20250028

Applicant: Andrade Christensen; Clearwing LC

Staff Coordinator: Aaron Ardmore

Property Owner: CLEARWING LC

Parcel ID#: 21:056:0102

Acreage: 4.17

Number of Commercial Lots: 2
(3.83 acres)

Number of Residential Lots: 2
(0.32 acres)

ALTERNATIVE ACTIONS

1. **Continue** to a future date to obtain additional information or to further consider information presented.

The next available meeting date is January 28, 2026, 6:00 P.M.

2. **Recommend Denial** of the requested zone map amendment.
This action would not be consistent with the recommendations of the Staff Report. The Planning Commission should state new findings.

Current Legal Use: Open, agricultural land.

Relevant History: The property was parceled off from the home at 1055 W 1560 S over ten years ago and has been taxed as farmland since 2015. The current owner has owned the land since 2024 and has contracted with the applicant to entitle the property for a mixed-use development. The application vested in 2025 and has been through three staff reviews, receiving conceptual approval in December 2025.

Neighborhood Issues: This proposal was heard at the 2/19/25 District 3 meeting (minutes attached), concerns heard at that time included:

- traffic at 1100 West and Lakeview Pkwy;
- transition from agricultural to commercial; and
- lack of detailed plans for commercial units.

Summary of Key Issues:

- The proposal aligns with the General Plan map.
- The CG and VLDR Zones will deliver a mix of uses along 1100 West between the Lakeview Parkway and 1560 South.
- The request helps to meet several General Plan goals.

Staff Recommendation: That the Planning Commission **recommend approval** to the City Council for a zone map amendment from the A1 and RA Zones to the CG and VLDR Zones for parcel 21:056:0102, located approximately at 1560 South and 1100 West.

OVERVIEW

Andrade Christensen, representing Clearwing LC, is proposing a zone map amendment from the RA (Residential Agricultural) and A1 (Agricultural) zones to the CG and VLDR Zones to allow for a 4.17-acre mixed-use development along the east side of 1100 West between 1560 South and Lakeview Parkway.

The conceptual layout includes 3.83 acres of CG zoning, and 0.32 acres (or approximately 14,000 sq. ft.) of VLDR zoning. The concept splits the property into three main parts. Part one, commercial lot one (adjacent to Lakeview Pkwy), could provide space for a motel (as shown in the concept plan), a gas/service station, or some other large commercial use. Part two, the other commercial lot, could support up to seven small neighborhood services, as shown in the concept plan. The VLDR portion is the third part and could provide space for two new residential units.

STAFF ANALYSIS

This proposal follows the General Plan for mixed-use at the intersection of 1100 West and Lakeview Parkway and could help achieve goals of mixed housing types and increased commercial opportunities on the west side of Provo.

Further analysis is provided by responding to the criteria for amendments found in Provo City Code 14.02.020, as follows:

(a) Public purpose for the amendment in question.

Applicant Response: “To allow commercial uses to be established on this corner to allow services to be available to residence of nearby community.”

Staff Response: Staff agree with the stated public purpose from the applicant. Residents of the west side have continually asked for convenient commercial services.

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

Staff Response: Staff believe that a mix of the CG and VLDR zones will allow for a variety of uses to create a mixed-use node for this area and are good tools for establishing a mix of uses and services in an area that is identified in the General Plan map for exactly that.

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

Applicant Response: “Because of new development and the airport, sports park, etc., this will allow services available to community, and patrons of airport and sports park facilities. This rezone is in alignment with Provo City’s general plan.”

Staff Response: Staff agree that this proposal is in line with the General Plan. Specifically, this proposal can help to meet the following goals:

- GP Chapter 3, goal 1a: Encourage the development of additional single-family home developments in key areas to address housing shortages and facilitate additional economic opportunities.
- GP Chapter 3, goal 1c: Promote neighborhood scale development in residential areas, including a mix of density such as pocket neighborhoods, missing middle housing and small lot single-family.
- GP Chapter 4, goal 2: Strive to increase the number of housing units of all types across the whole of Provo in appropriate and balanced ways.
- SW Plan Chapter 3, goal 2: Amend zoning map to be consistent with the plan.

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

Staff Response: This proposal is adjacent to established homes and across 1100 West from a recently entitled mixed-use development, Lakeview Grove.

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

Staff Response: Staff do not foresee this proposal being a hindrance or obstructive to the goals of the General Plan.

(f) Adverse impacts on adjacent landowners.

Staff Response: There will be an increase in traffic, but will be handled and mitigated by the traffic management of Provo City Engineering.

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

Staff Response: They are correct.

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

Staff Response: No conflict exists.

Additionally, since this request has a small residential portion, staff have reviewed it against the questions on page 45 of the General Plan for evaluating proposed rezone applications for housing developments below (staff responses in **bold**).

- Would the rezone promote one of the top 3 housing strategies? **Yes, see below.**

- Promote a mix of home types, sizes, and price points **Yes, the twin-home concept would deliver a different home type and price point for the area.**
- Support zoning to promote ADUs and infill development **No.**
- Recognize the value of single-family neighborhoods **Yes, by buffering the CG area with a VLDR product.**
- Are utilities and streets currently within 300 feet of the property proposed for rezone? **Yes.**
- Would the rezone exclude land that is currently being used for agricultural use? **No, the property has been recently used for grazing.**
- Does the rezone facilitate housing that has reasonable proximity (1/2 mile) to public transit stops or stations? **No, the closest bus stop is approximately 1 mile away (500 W 920 S).**
- Would the rezone encourage development of environmentally or geologically sensitive, or fire or flood prone, lands? If so, has the applicant demonstrated these issues can reasonably be mitigated? **Yes, the site will need to be brought up above the flood plain with additional fill.**
- Would the proposed rezone facilitate the increase of on-street parking within 500 feet of the subject property? If so, is the applicant willing to guarantee use of a TDM in relation to the property to reduce the need for on-street parking? **No, the concept has more than sufficient parking for the uses.**
- Would the rezone facilitate a housing development where a majority of the housing units are owner-occupied? Is the applicant willing to guarantee such? **Unknown at this time.**
- Would the proposed rezone facilitate a housing development where at least 10% of the housing units are attainable to those making between 50-79% AMI? Is the applicant willing to guarantee such? **Unknown at this time.**

APPLICABLE ZONING CODES

Provo City Code 14.14F: VLDR Zone
Provo City Code 14.22: CG Zone

CONCLUSIONS

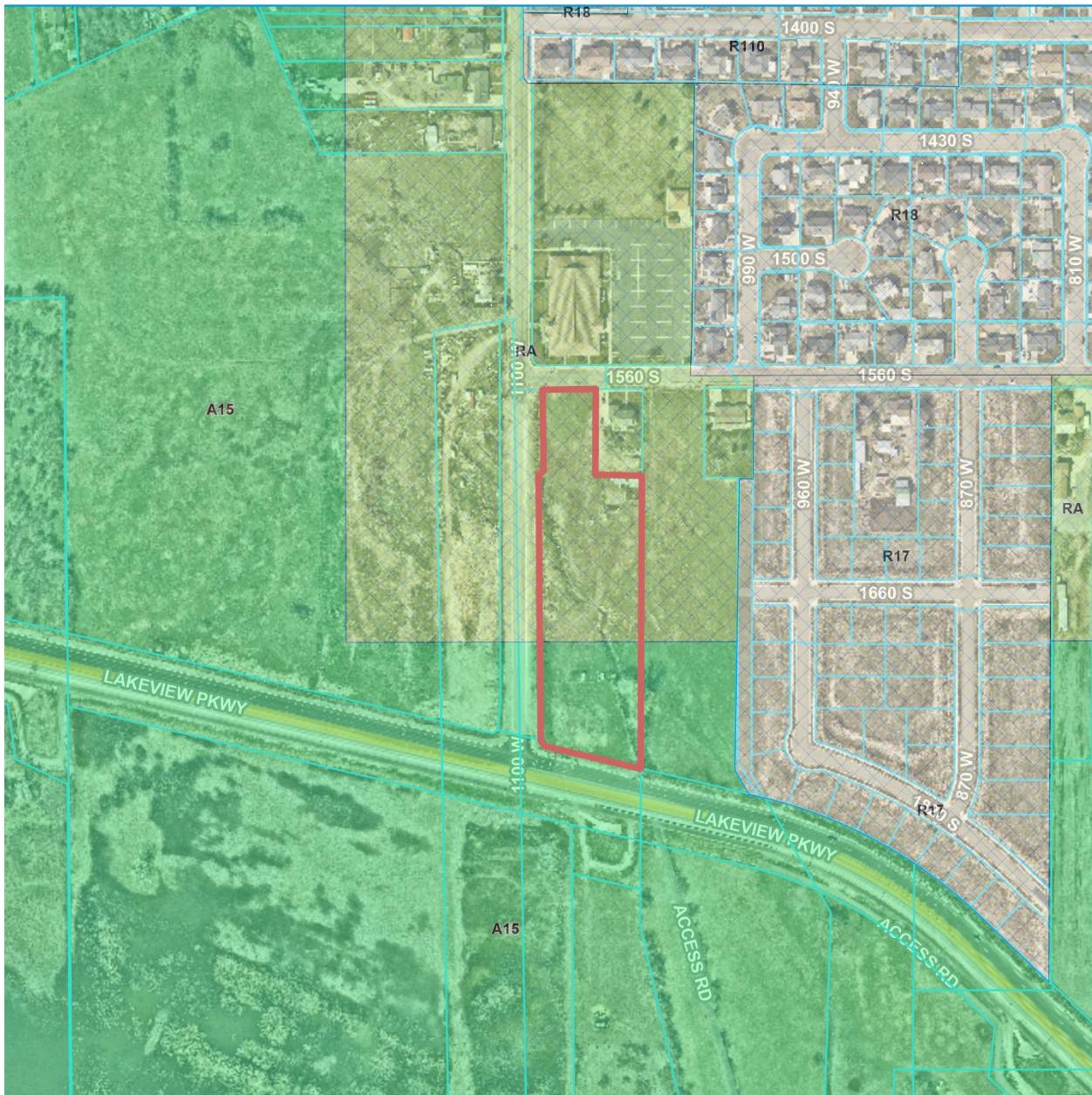
Staff are supportive of this rezone request and with the concepts to illustrate the effective use of the property if the proposed zones are approved. Developing a mixed-

use area along the Lakeview Parkway corridor would be a good step in meeting several goals of the General Plan and align with the General Plan map.

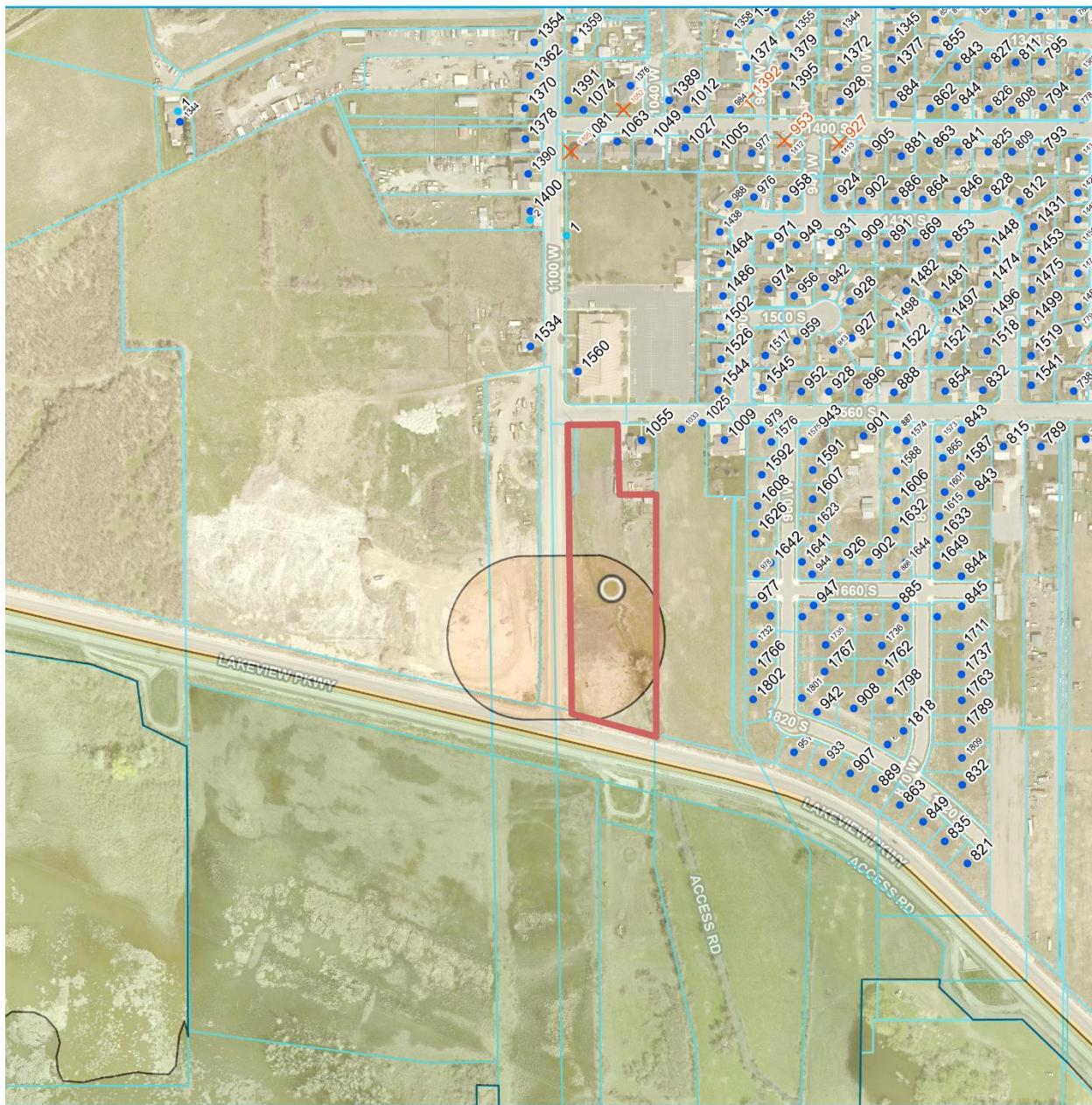
ATTACHMENTS

1. Area/Zone Map
2. General Plan Map
3. Concept Site Plan
4. Neighborhood Meeting Minutes

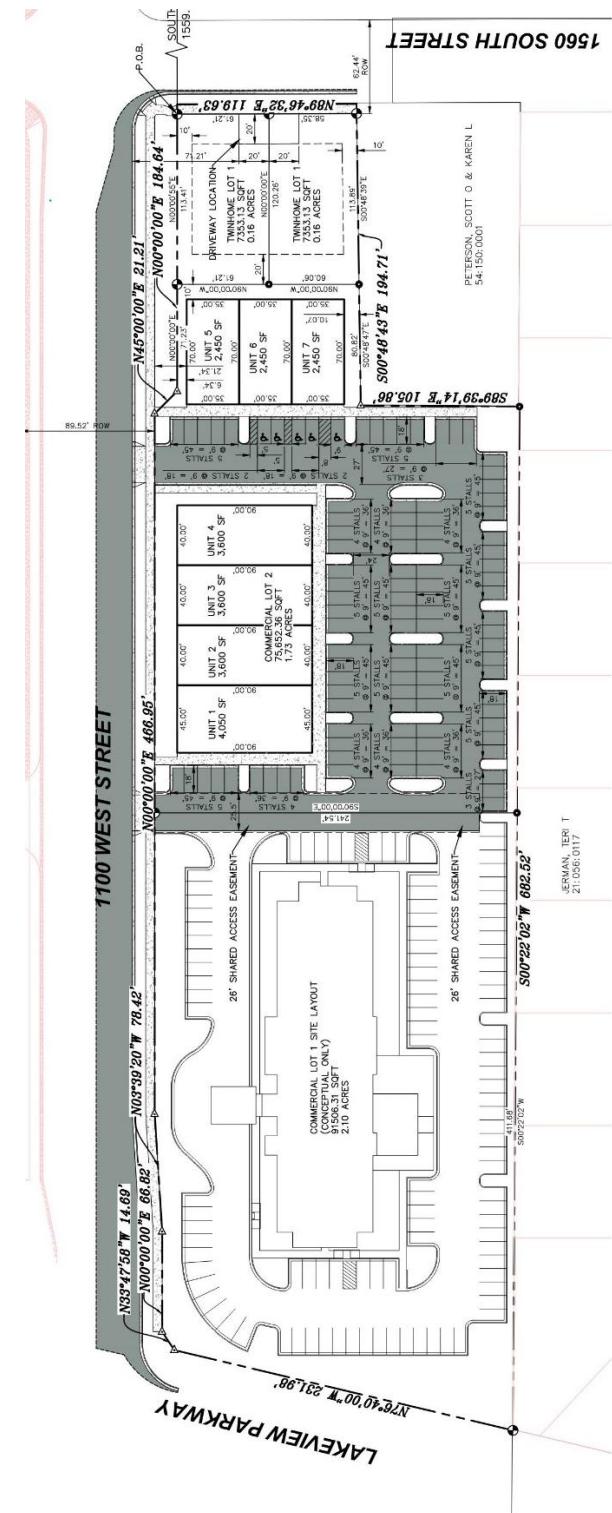
ATTACHMENT 1 – AREA/ZONE MAP



ATTACHMENT 2 – GENERAL PLAN MAP



ATTACHMENT 3 – CONCEPT SITE PLAN



ATTACHMENT 4 – NEIGHBORHOOD MEETING MINUTES

Proposed zone change from A1.5 and RA to CG and VLDR at 1560 S 1100 W

Andrade Christensen presented a proposed commercial project with some residential elements:

- The project is located at Lakeview Parkway and 1100 West.
- It follows the city's designation for a commercial area.
- The plan includes residential areas to keep them separated from commercial spaces.
- The zoning matches the subdivision across the street.
- Potential uses include credit unions, hotels, restaurants, and convenience stores.
- A traffic study has been conducted, but no specific users have been confirmed yet.

Residents raised concerns about:

- The need for a traffic light at 1100 West and Lakeview Parkway.
- The impact on traffic in the area.
- The transition from agricultural to commercial zoning.
- The lack of specific plans for the commercial spaces.

The developer explained that the zoning change is necessary to attract potential users and that they are following the city's zoning plan.

**PROVO MUNICIPAL COUNCIL
WORK SESSION
STAFF REPORT**



Submitter: JAHILL
Presenter: Cody Hill, Economic Development Director
Department: Development Services
Meeting Date: 2/10/2026
Requested Duration (Minutes): 30 minutes
CityView or Issue File Number: 26-016

SUBJECT: 3 A presentation regarding a City-Wide Economic Development Study (26-016)

ADMINISTRATIVE RECOMMENDATION: Review and approve Request for Proposals for City-wide Economic Development Study or provide feedback on amending the Request Proposals to better align with City Council's vision for the study.

ADMINISTRATIVE MEMO: In discussing budget priorities for Fiscal Year 2027, City Council identified the need for an economic development strategic plan and strategy. Council decided that a City-wide Economic Development Study furnished by a third party, with support from staff, would result in the best outcome for achieving this budget priority.

FISCAL IMPACT: TBD

COUNCIL STAFF MEMO:

Request for Proposals (RFP)

Economic Development Study: Strategic Investment, Industry Opportunities, and Place-Based Development

1. Introduction & Background

Provo City is seeking proposals from qualified economic development consulting firms to conduct a comprehensive economic development study that will provide clear, defensible, and actionable guidance on where the City should invest its priorities; specifically, which industries it is best positioned to attract and grow, and how priority areas should be developed over time. An overarching theme of this study is to identify unique, place-based opportunities through which Provo can become best-in-class — focusing development and redevelopment efforts on areas and industries where the City has the strongest potential to excel and differentiate itself, rather than pursuing broadly replicable strategies.

The study is intended to serve as a unifying strategic document for City Council, City administration and staff, and market stakeholders — aligning policy, capital planning, incentives, land use, and business attraction around a shared understanding of Provo's economic position and direction with a coherent plan to strengthen and diversify the local economy.

Provo is a steadily-growing city with strong institutional anchors, a skilled workforce, and recent major public investments (e.g., the airport and regional sports facilities). The City is interested in a rigorous diagnosis of its economy, a realistic assessment of its competitive position, and an identification of unique, place-based opportunities that build on Provo's distinctive strengths rather than replicable strategies used elsewhere.

2. Study Purpose and Objectives

The primary purpose of this study is to produce a guiding economic development strategy that is explicitly oriented toward helping Provo achieve best-in-class performance in a focused set of areas and industries, and that:

- Establishes a clear and shared diagnosis of Provo's economic position and strategic differentiators
- Identifies realistic and high-impact geographic and industry investment opportunities
- Defines what “return on investment” (ROI) means for Provo and how it should be measured
- Delivers an actionable strategy with an implementation roadmap
- Incrementally builds alignment among elected officials, staff, and key stakeholders

3. Definition of Success

Provo City will consider this study successful if it delivers the following tangible, measurable metrics that can be used as benchmarks and for ongoing progress evaluation:

- A. **Income and Wage Outcomes** – Growth in Area Median Income (AMI), the share of jobs paying a family-supporting wage, and shifts in job quality as reflected by the ratio of full-time to part-time employment opportunities.
- B. **Local Economic Anchoring and Resilience** – Expansion in the number of locally headquartered firms, diversification across cyclical, counter-cyclical, and stable industries, and increased resilience to economic shocks.
- C. **Population and Talent Outcomes** – Net migration trends among working-age residents, retention of local graduates, and longitudinal analysis of workforce and talent gaps over time.
- D. **Land Use and Development Efficiency** – Productivity of land as measured by jobs, tax revenue, and private investment per acre; commercial and residential occupancy rates; and improvements in entitlement timelines that enhance development feasibility.

4. Scope of Work

Proposers should address the following scope elements. The City is seeking thoughtful approaches and does not expect proposers to be overly prescriptive; however, proposals should demonstrate a strong strategic methodology and analytical rigor.

Part 1: Citywide Economic Diagnosis & Investment Prioritization

Objective: Develop a deep, defensible diagnosis of Provo's economy and identify priority areas and industry clusters where public investment is most likely to generate strong returns, reflective of the aforementioned success metrics.

Key elements should include, but are not limited to:

- Analysis of Provo's unique economic strengths and competitive advantages – related to geography, tourism opportunities, and talent pipelines – with explicit attention to which are sufficiently distinctive to support best-in-class positioning
- Deep-dive assessment of the local economy, including:
 - Firms and employment by sector (national and state-level growth and decline trends)
 - Sub-sector analysis for leading industries
 - Spinout and innovation dynamics where applicable
- Economic activity framework analysis:
 - Import-replacement activities

- Export-intensive activities
- Local-serving activities
- Import-intensive local activities
- Spending flows and revenue leakage analysis
- Competitive benchmarking against peer and aspirational cities (in Utah and other states)
- Assessment of recent major public investments and their economic impacts
- Identification of structural barriers to growth and investment, including constraints that may prevent Provo from achieving best-in-class outcomes in otherwise attractive areas
- Close-lost or site-selection analysis (where feasible)
- Definition and application of a clear ROI framework
- A high-level measure of the City's social capital

Deliverable: A ranked set of priority areas and target industry clusters, supported by quantitative and qualitative analysis and a clear strategic narrative. The deliverable will be presented to City Council, who will provide feedback and guidance.

Part 2: Place-Based Development & Land Use Strategy

Objective: Translate priority areas into actionable development and placemaking strategies.

Key elements may include:

- Highest and best use analysis for priority areas, informed by an ambition for differentiated, best-in-class outcomes rather than generic development patterns
- Development feasibility and pro forma testing
- Recommended development typologies, density ranges, and product mixes
- Alignment with current and future infrastructure, zoning, and regulatory conditions
- Placemaking strategies tailored to distinct areas of the city

Deliverable: Clear, place-based development guidance and policy recommendations that support implementation. The deliverable will be presented to City Council, who will provide feedback and guidance.

Implementation Planning

Proposals should outline an approach for:

- Translating strategy into implementation
- Identifying roles for City staff, elected officials, and partners
- Sequencing actions and investments
- Evaluating fiscal and incentive tools (e.g., tax increment financing, redevelopment areas, tax-impact modeling)
- Categorizing implementation by difficulty to implement (costs and staff hours)

5. Stakeholder Engagement

Proposers should describe a thoughtful engagement approach that may include:

- City Council and senior staff
- Local business and industry leaders
- Institutional anchors and employers
- Community and civic stakeholders

Engagement should be designed to inform the diagnosis, test assumptions, and build alignment for adoption and implementation.

6. City vs. Consultant Roles

Provo City anticipates a collaborative model in which City staff provide data, context, and policy direction, while the consultant leads or supports advanced analysis, validation, and strategic synthesis. Proposals should clearly describe assumptions about roles, responsibilities, and coordination.

7. Optional / Value-Added Services

Proposers may include optional elements, budget permitting, such as:

- Market positioning and branding analysis focused on reinforcing Provo's best-in-class ambitions in selected industries and districts
- Talent pipeline strategies aligned with target industries
- Grant or funding strategy to support implementation

8. Deliverables

At a minimum, proposers should anticipate:

- A comprehensive written report

- Executive summary and presentation materials suitable for City Council
- Clear visualizations, maps, and data exhibits
- Implementation roadmap with near-, mid-, and long-term actions

9. Timeline

The City anticipates the following high-level timeline (subject to refinement):

- Consultant selection and contract execution: early March 2026
- Study kickoff: Mid- to late-March 2026
- Present interim findings to City Council at work sessions: April 2026 – May 2026
- Final study presentation to City Council: Early June 2026

Proposers should include a detailed proposed schedule.

10. Proposal Requirements

Proposals should include:

1. Firm overview and relevant experience
2. Project team and roles
3. Proposed approach and methodology
4. Stakeholder engagement strategy
5. Deliverables and timeline
6. Budget and fee structure
7. Examples of comparable work

11. Evaluation Criteria

Proposals will be evaluated based on:

- Demonstrated strategic and analytical rigor
- Experience with comparable economic development studies
- Quality and clarity of proposed approach
- Understanding of place-based and industry-driven economic development
- Ability to deliver actionable, implementable strategies

- Cost-effectiveness and value

12. Submission Instructions

[To be completed by City staff: submission deadline, contact information, format requirements, and procurement details.]