



PROVO MUNICIPAL COUNCIL

Redevelopment Agency Governing Board

Regular Meeting Agenda

5:30 PM, Tuesday, February 10, 2026
Council Chambers (Room 100)
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 MAKE A VIRTUAL PUBLIC COMMENT:

To participate in the public comment portion(s) of the meeting, call in as an audience member as the presentation is wrapping up. Be sure to mute/silence any external audio on your end to reduce feedback (if you are viewing the live proceedings on YouTube, mute the YouTube video; you will be able to hear the meeting audio through the phone while you are on the line).

Press *9 from your phone to indicate that you would like to speak. When you are invited to speak, the meeting host will grant you speaking permission, calling on you by the last four digits of your phone number. Please begin by stating your first and last name, and city of residence for the record. After you have shared your comment, hang up. If you wish to comment on a later item, simply re-dial to rejoin the meeting for any subsequent comment period(s).

February 10 Council Meeting: Dial **346 248 7799**. Enter Meeting ID **833 0415 1585** and press **#**. When asked for a participant ID, press **#**. To join via computer, visit zoom.us and enter the meeting ID and passcode: **185104**.

Decorum

The Council requests that citizens help maintain the decorum of the meeting by turning off electronic devices, being respectful to the Council and others, and refraining from applauding during the proceedings of the meeting.

Opening Ceremony

Roll Call

Prayer

Pledge of Allegiance

Presentations, Proclamations, and Awards

1 A ceremony for the swearing in and badge pinning for new hires (26-007)

Public Comment

Fifteen minutes have been set aside for any person to express ideas, concerns, comments, or issues that are not on the agenda:

Please state your name and city of residence into the microphone.

Please limit your comments to two minutes.

State Law prohibits the Council from acting on items that do not appear on the agenda.

Action Agenda

- 2 A public hearing to receive input from the public with respect to the issuance of up to \$20,000,000 of transportation sales tax revenue bonds for the purpose of financing construction of the Airport terminal expansion (26-009)
- 3 A resolution approving the issuance of transportation sales tax revenue bonds, and the execution and delivery of an interlocal agreement with Utah County. (26-009)
- 4 A resolution to place a 2.952 acre parcel of ground located at 351 West Center Street on the surplus property list. (26-012)
- 5 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)
- 6 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)

Redevelopment Agency of Provo

- 7 A resolution of the Redevelopment Agency of Provo City approving the project area plan for the Lakeview Parkway Community Reinvestment Area (26-005)
- 8 ***CANCELLED*** A resolution approving the redevelopment agency of Provo City to adopt a project area budget for the Lakeview Parkway Community Reinvestment Area (26-005)

Action Agenda

- 9 An ordinance approving the Lakeview Parkway Community Reinvestment Project Area Plan. (25-005)

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

The next Test meeting: Delete Me will be held on Sunday, February 22, 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.

**PROVO MUNICIPAL COUNCIL
COUNCIL MEETING
STAFF REPORT**



Submitter: CHILL
Presenter: Chief Jeremy Headman
Department: Fire
Meeting Date: 2/10/2026
Requested Duration (Minutes): 5 minutes
CityView or Issue File Number: 26-007

SUBJECT: 1 A ceremony for the swearing in and badge pinning for new hires (26-007)

ADMINISTRATIVE RECOMMENDATION: Badge pinning of 4 new hires. 5

ADMINISTRATIVE MEMO: Swearing in of new hires

FISCAL IMPACT: none

TIME SENSITIVITY:

COUNCIL STAFF MEMO: N/A

PROVO MUNICIPAL COUNCIL

COUNCIL MEETING

STAFF REPORT



Submitter: JMCKNIGHT

Presenter: Jimmy McKnight, Public Works Administration Division Director

Department: Public Works

Meeting Date: 2/10/2026

Requested Duration (Minutes): 5 minutes

CityView or Issue File Number: 26-009

SUBJECT: 2 A public hearing to receive input from the public with respect to the issuance of up to \$20,000,000 of transportation sales tax revenue bonds for the purpose of financing construction of the Airport terminal expansion (26-009)

ADMINISTRATIVE RECOMMENDATION: The Airport requests Council hold a public hearing to receive input from the public on this item.

ADMINISTRATIVE MEMO: On December 16th, 2025 the Council held a public hearing regarding the issuance of up to \$20,000,000 of transportation sales tax revenue bonds for the Airport. As the process has advanced we have been advised that an additional public hearing needs to be held to satisfy federal tax law requirements. Due to the fact that the City intends to repay the bonds early with Airport revenues a second public hearing is required and a new resolution adopted.

FISCAL IMPACT: \$20 million in debt financing

TIME SENSITIVITY:

GOALS: Page 61 of the 2023 General Plan states “Provo should continue to invest in and expand its airport and flight offerings while promoting the city’s accessibility regionally, nationally, and internationally.”

NOTICE OF PUBLIC HEARING

Notice is hereby given that on February 10, 2026, during the Municipal Council that begins at 5:30 p.m., in the council chambers at the offices of Provo City, Utah (the “*City*”) located at 445 W. Center St. Provo, Utah 84601, a public hearing will be held regarding a plan to issue transportation sales tax revenue bonds of the City (the “*Bonds*”) in an aggregate principal amount not to exceed \$20,000,000. A portion of the proceeds of the Bonds will be used for the purpose of financing the acquisition and construction of improvements to the City’s municipal airport (the “*Airport*”), including one or more of the following facilities: expansion of the airport terminal ticketing and check-in queue areas, expansion of the outbound baggage screening and make-up areas and equipment, additional terminal space for future operations, additional passenger boarding gates, including associated seating areas and passenger boarding bridges, additional concession spaces, additional airline ticket offices and flight crew break rooms, and other associated work and the acquisition of fixtures, equipment and other related property for use at the Airport (the “*Project*”). The Airport, including the Project, is and/or will be owned and operated by the City, and is located at 1331 S. Sky Way, Provo, Utah.

The Bonds will be issued as part of a plan to finance the Project, and may be issued in one or more series. The Bonds will be issued as transportation sales tax revenue bonds pursuant to the Local Government Bonding Act, Title 11, Chapter 14, Utah Code Annotated 1953, as amended; a master trust indenture, and one or more supplemental indentures. The above-noticed public hearing is required by Section 147(f) of the Internal Revenue Code of 1986, as amended. At the time and place set for the public hearing, residents, taxpayers and other interested persons will be given the opportunity to express their views for or against the proposed plan of finance of the Project through the issuance of the Bonds. Written comments may also be submitted to the City Recorder of the City at his or her office located at 445 W. Center St. Provo, Utah 84601, until 4:00 p.m. on February 10, 2026. Subsequent to the public hearing, the Municipal Council of the City will consider approval of the issuance of the Bonds.

Notice dated January 29, 2026.

PROVO MUNICIPAL COUNCIL

COUNCIL MEETING

STAFF REPORT



Submitter: JMCKNIGHT

Presenter: Jimmy McKnight, Public Works Administration Division Director

Department: Public Works

Meeting Date: 2/10/2026

Requested Duration (Minutes): 5 minutes

CityView or Issue File Number: 26-009

SUBJECT: 3 A resolution approving the issuance of transportation sales tax revenue bonds, and the execution and delivery of an interlocal agreement with Utah County. (26-009)

ADMINISTRATIVE RECOMMENDATION: The Airport requests Council consider a resolution approving the issuance of transportation sales tax revenue bonds for the purpose of satisfying certain federal tax law requirements, and approve an interlocal agreement with Utah County related to the sales tax being collected for backing of the bonds.

ADMINISTRATIVE MEMO: On December 16th, 2025 the Council authorized the issuance of transportation sales tax revenue bonds as part of the funding of the Airport terminal expansion. Since that time City staff has been working with our bond counsel and financial advisor to finalize details of the bond issuance. A concern was raised by potential lenders during their due diligence about the reliability of the transportation sales taxes backing the loan because the County code indicated that the imposition of the tax will be reviewed by the County Commission by December 31st, 2028 to determine if the tax should be amended or repealed. On January 28th, 2026 the Utah County Commission approved an interlocal agreement committing to not repeal this sales tax during while the City's bonds are outstanding, providing assurance for the backing of the bonds. The resolution also reauthorizes the transportation sales tax revenue bonds due to the need to hold a second public hearing to satisfy federal tax law requirements.

FISCAL IMPACT: \$20 million in debt financing

TIME SENSITIVITY:

GOALS: Page 61 of the 2023 General Plan states “Provo should continue to invest in and expand its airport and flight offerings while promoting the city’s accessibility regionally, nationally, and internationally.”

RESOLUTION <<DOCUMENT NUMBER>>

RESOLUTION APPROVING THE ISSUANCE OF TRANSPORTATION SALES TAX REVENUE BONDS OF PROVO CITY, UTAH FOR THE PURPOSE OF SATISFYING CERTAIN FEDERAL TAX LAW REQUIREMENTS; AUTHORIZING THE EXECUTION AND DELIVERY OF AN INTERLOCAL AGREEMENT; AND PROVIDING FOR RELATED MATTERS (26-009)

*** *** ***

WHEREAS, Provo City, Utah (the “*City*”) operates a municipal airport (the “*Airport*”);

WHEREAS, the City considers it necessary and desirable to issue, in one or more series, transportation sales tax revenue bonds of the City (the “*Bonds*”) for the purpose of financing certain costs of acquisition and construction of improvements to the Airport (the “*Project*”) and paying costs of issuance of the Bonds, pursuant to authority contained in Title 11, Chapter 14, Utah Code Annotated 1953, as amended (the “*Act*”); and

WHEREAS, the Municipal Council of the City (the “*Municipal Council*”) adopted a resolution on December 16, 2025 (the “*Original Bond Resolution*”), authorizing the issuance of the Bonds in the aggregate principal amount of up to \$20,000,000 pursuant to a Master Trust Indenture Providing for the Issuance of Transportation Sales Tax Revenue Bonds, as supplemented by a supplemental indenture relating to the Bonds, between the City and Zions Bancorporation, National Association, as trustee;

WHEREAS, the City intends to issue some or all of the Bonds as “exempt facility bonds” pursuant to Section 142 of the Internal Revenue Code of 1986 (the “*Code*”);

WHEREAS, Section 147(f) of the Code requires (i) a public hearing to be held with respect to the Bonds and (ii) the Bonds to be approved by the Municipal Council or other authorized representative of the City; and

WHEREAS, the City desires to enter into an interlocal agreement with Utah County (the “*Interlocal Agreement*”) in connection with the Bonds;

Now, THEREFORE, BE IT RESOLVED BY THE MUNICIPAL COUNCIL, AS FOLLOWS:

Section 1. Notice of Public Hearing; Approval of the Bonds. (a) Notice of a public hearing held pursuant to Section 147(f) of the Code, in substantially the following form, was provided by the posting of such notice on the City’s website on January 29, 2026.

NOTICE OF PUBLIC HEARING

Notice is hereby given that on February 10, 2026, during the Municipal Council that begins at 5:30 p.m., in the council chambers at the offices of Provo City, Utah (the “*City*”) located at 445 W. Center St. Provo, Utah 84601, a public hearing will be held regarding a plan to issue transportation sales tax revenue bonds of the City (the “*Bonds*”) in an aggregate principal amount not to exceed \$20,000,000. A portion of the proceeds of the Bonds will be used for the purpose of financing the acquisition and construction of improvements to the City’s municipal airport (the “*Airport*”), including one or more of the following facilities: expansion of the airport terminal ticketing and check-in queue areas, expansion of the outbound baggage screening and make-up areas and equipment, additional terminal space for future operations, additional passenger boarding gates, including associated seating areas and passenger boarding bridges, additional concession spaces, additional airline ticket offices and flight crew break rooms, and other associated work and the acquisition of fixtures, equipment and other related property for use at the Airport (the “*Project*”). The Airport, including the Project, is and/or will be owned and operated by the City, and is located at 1331 S. Sky Way, Provo, Utah.

The Bonds will be issued as part of a plan to finance the Project, and may be issued in one or more series. The Bonds will be issued as transportation sales tax revenue bonds pursuant to the Local Government Bonding Act, Title 11, Chapter 14, Utah Code Annotated 1953, as amended; a master trust indenture, and one or more supplemental indentures. The above-noticed public hearing is required by Section 147(f) of the Internal Revenue Code of 1986, as amended. At the time and place set for the public hearing, residents, taxpayers and other interested persons will be given the opportunity to express their views for or against the proposed plan of finance of the Project through the issuance of the Bonds. Written comments may also be submitted to the City Recorder of the City at his or her office located at 445 W. Center St. Provo, Utah 84601, until 4:00 p.m. on February 10, 2026. Subsequent to the public hearing, the Municipal Council of the City will consider approval of the issuance of the Bonds.

Notice dated January 29, 2026.

PROVO CITY, UTAH

(b) For the purpose of satisfying the public approval requirements of Section 147(f) of the Internal Revenue Code of 1986, as amended (the “*Code*”), the issuance and sale of the Bonds is hereby approved.

Section 2. Approval of Interlocal Agreement. The Interlocal Agreement, in substantially the form attached hereto as *Exhibit A*, is hereby authorized and approved, and the Mayor is hereby authorized, empowered and directed to execute and deliver the Interlocal Agreement on behalf of the City, with such changes to the Interlocal Agreement from the form attached hereto as are approved by the Mayor, his or her execution thereof to constitute conclusive evidence of such approval. The provisions of the Interlocal Agreement, as executed and delivered, are hereby incorporated in and made a part of this Resolution.

Section 3. Resolution Irrepealable. Following the execution and delivery of the Bonds, this resolution shall be and remain irrepealable until the Bonds and the interest thereon shall have been fully paid, cancelled, and discharged.

Section 4. Severability. If any section, paragraph, clause, or provision of this resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause, or provision shall not affect any of the remaining provisions of this resolution.

Section 5. Effective Date. This resolution shall be effective immediately upon its approval and adoption.

2026.

ADOPTED AND APPROVED by the Municipal Council of Provo City, Utah, this February 10,

PROVO CITY, UTAH

By _____
Chair

ATTEST:

By _____
City Recorder

PRESENTATION TO THE MAYOR

The foregoing resolution was presented to the Mayor for his or her approval or disapproval this February 10, 2026.

Chair

MAYOR'S APPROVAL OR DISAPPROVAL

The foregoing resolution is hereby approved this February 10, 2026.

Mayor

EXHIBIT A

INTERLOCAL AGREEMENT

**INTERLOCAL COOPERATION AGREEMENT BETWEEN UTAH COUNTY
AND PROVO CITY
REGARDING TRANSPORTATION SALES TAX REVENUES TO ASSIST THE
PROVO AIRPORT TERMINAL EXPANSION**

THIS IS AN INTERLOCAL COOPERATION AGREEMENT (the “Agreement”), made and entered into by and between Utah County (the “County”), a political subdivision of the State of Utah, and Provo City (the “City”), a Utah municipality and political subdivision of the State of Utah.

WITNESSETH:

WHEREAS, pursuant to the provisions of the Interlocal Cooperation Act (“Act”), Title 11, Chapter 13, Utah Code, public agencies, including political subdivisions of the State of Utah as therein defined, are authorized to enter into written agreements with one another for joint or cooperative action;

WHEREAS, pursuant to the Act, the parties desire to work together through joint and cooperative action that will benefit the residents of both the County and the City;

WHEREAS, the Municipal Council of the City adopted a resolution on December 16, 2025, providing for the issuance of up to \$20,000,000 of transportation sales tax revenue bonds (the “Bonds”), payable from and secured by revenues received by the city (the “City Transportation Sales Tax Revenues”) from sales taxes imposed by the County and disbursed by the County to the City (and other governmental units) pursuant to Section 59-12-2219, Utah Code Annotated 1953, as amended (the “Transportation Sales Tax Act”), and Utah County Ordinance 3.15, County Option Sales And Use Tax For Highways And Public Transit Of Utah County (the “Transportation Sales Tax Ordinance”), for the purpose of financing certain costs of constructing an expansion to the City’s municipal airport (the “Provo Airport Terminal Expansion”) and paying costs of issuance of the Bonds;

WHEREAS, the Provo Airport Terminal Expansion benefits the City and the County, including by providing increased travel convenience for residents, increasing tourism, and supporting the local economy; and

WHEREAS, the City desires to enter into this Agreement to provide proper security for the Bonds, ensuring that the City will continue to receive City Transportation Sales Tax Revenues during the term of the Bonds;

NOW, THEREFORE, the parties mutually agree, pursuant to the terms and provisions of the Act, as follows:

Section 1. EFFECTIVE DATE; DURATION

This Agreement shall become effective and shall enter into force, within the meaning of the Act, upon the submission of this Agreement to, and the approval and execution thereof by Resolution of the governing bodies of each of the parties to this Agreement. The term of this Agreement shall be from the effective date hereof until the Bonds are no longer outstanding. This Agreement shall not become effective until it has been reviewed and approved as to form and compatibility with the laws of the State of Utah by the Utah County Attorney and the attorney for City. Prior to becoming effective, this Agreement shall be filed with the person who keeps the records of each of the parties hereto.

Section 2. PURPOSES

This Agreement has been established and entered into between the parties for the purpose of assisting in the Provo Airport Terminal Expansion by providing for assurance from the County to the City that the sales taxes imposed by the County under the Transportation Sales Tax Act and the Transportation Sales Tax Ordinance will not be repealed or impaired while the Bonds are outstanding.

Section 3. RESPONSIBILITIES

Notwithstanding anything to the contrary contained in the Transportation Sales Tax Ordinance, the County shall not, prior to the earlier of (1) January 15, 2041 or (2) the date on which the Bonds are no longer outstanding, repeal the sales tax imposed by the County under the Transportation Sales Tax Act or amend the Transportation Sales Tax Ordinance in any manner that would impair the revenues to be received by the City under the Transportation Sales Tax Act.

Section 4. FILING OF INTERLOCAL COOPERATION AGREEMENT

Executed copies of this Agreement shall be placed on file in the office of the County Clerk of the County and with the City Recorder of the City, and shall remain on file for public inspection during the term of this Agreement.

Section 5. ADOPTION REQUIREMENTS

This Agreement shall be (a) approved by resolution of the governing body of each of the parties, (b) executed by a duly authorized official of each of the parties (c) submitted to and approved by an authorized attorney of each of the parties, as required by Section 11-13-202.5, Utah Code, and (d) filed in the official records of each party.

Section 6. AMENDMENTS

This Agreement may not be amended, changed, modified, or altered except (i) with the prior written consent of the initial purchaser of the Bonds, so long as such initial Purchaser holds any of the Bonds then outstanding, and (ii) by an instrument in writing that shall be (a) approved by resolution of the governing body of each of the parties, (b) executed by a duly authorized official of each of the parties, (c) submitted to and approved by an authorized attorney of each of the parties, as required by Section 11-13-205.5, Utah Code, and (d) filed in the official records of each party.

Section 7. SEVERABILITY

If any term or provision of the Agreement or the application thereof shall to any extent be

invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to circumstances other than those with respect to which it is invalid or unenforceable, shall not be affected thereby, and shall be enforced to the extent permitted by law. To the extent permitted by applicable law, the parties hereby waive any provision of law which would render any of the terms of this Agreement unenforceable.

Section 8. NO PRESUMPTION

Should any provision of this Agreement require judicial interpretation, the Court interpreting or construing the same shall not apply a presumption that the terms hereof shall be more strictly construed against the party, by reason of the rule of construction that a document is to be construed more strictly against the person who himself or through his agents prepared the same, it being acknowledged that each of the parties have participated in the preparation hereof.

Section 9. HEADINGS

Headings herein are for convenience of reference only and shall not be considered any interpretation of the Agreement.

Section 10. BINDING AGREEMENT

This Agreement shall be binding upon the heirs, successors, administrators, and assigns of each of the parties hereto.

Section 11. NOTICES

All notices, demands and other communications required or permitted to be given hereunder shall be in writing and shall be deemed to have been properly given if delivered by hand or by certified mail, return receipt requested, postage paid, to the parties at the addresses of the City Mayor or County Commission, as applicable, or at such other addresses as may be designated by notice given hereunder.

Section 12. ASSIGNMENT

Notwithstanding anything to the contrary within this Agreement, the parties to this Agreement shall not assign this Agreement, or any part hereof, without the prior written consent of all other parties to this Agreement. No assignment shall relieve the original parties from any liability hereunder.

Section 13. GOVERNING LAW

All questions with respect to the construction of this Agreement, and the rights and liability of the parties hereto, shall be governed by the laws of the State of Utah.

IN WITNESS WHEREOF, the parties have signed and executed this Agreement, after resolutions duly and lawfully passed, on the dates listed below:

APPROVED AND ADOPTED this 28th day of January, 2026.

BOARD OF COUNTY COMMISSIONERS,
UTAH COUNTY, UTAH

By _____
Chair

ATTEST: APPROVED AS TO FORM AND LEGALITY:

By _____
Utah County Clerk

By _____
County Attorney

BOARD OF COUNTY COMMISSIONERS
UTAH COUNTY, UTAH

BRANDON B. GORDON, CHAIR
SKYLER BELTRAN, COMMISSIONER

AMELIA POWERS GARDNER,
COMMISSIONER
VOTE
YEA NAY

CITY

Authorized by Resolution No. ___, authorized and passed on the 10th day of February, 2026.

By _____
Mayor, Provo City

ATTEST:

By _____
Provo City Recorder

APPROVED AS TO FORM AND COMPATIBILITY
WITH THE LAWS OF THE STATE OF UTAH

By _____
Provo City Attorney

PROVO MUNICIPAL COUNCIL

COUNCIL MEETING

STAFF REPORT



Submitter: TARAR
Presenter: Tara Riddle, Property Administrator
Department: Development Services
Meeting Date: 2/10/2026
Requested Duration (Minutes): 5 Minutes
CityView or Issue File Number: 26-012

SUBJECT: 4 A resolution to place a 2.952 acre parcel of ground located at 351 West Center Street on the surplus property list. (26-012)

ADMINISTRATIVE RECOMMENDATION: It is recommended that the Municipal Council approve the resolution to place a 2.952 acre parcel of ground located at 351 West Center Street on the surplus property list.

ADMINISTRATIVE MEMO: The property was the original site of the old City Center building. The property has been cleared and prepared for a redevelopment project. A Request for Proposals has been issued on the property and we have been working with a developer who is working on site plan proposals. One of the steps in the project is to have the property placed on the surplus property list.

FISCAL IMPACT: No Impact

TIME SENSITIVITY:

GOALS: The development of the old City Center Block is compatible with the general plan, policies, goals, and objectives.

RESOLUTION <<Document Number>>

Approved as to form: __

A RESOLUTION TO PLACE A 2.952 ACRE PARCEL OF GROUND LOCATED AT 351 WEST CENTER STREET ON THE SURPLUS PROPERTY LIST. (26-012)

Provo City Corporation (the City) owns a 2.952 acre parcel of ground located at 351 West Center in Provo and identified as a portion of Utah County Tax ID # 04-058-0001, which is further described in Exhibit A;

This property is vacant and is the subject of a Request for Proposals (RFP) for future redevelopment;

The Mayor has recommended that this parcel be placed on the surplus property list in preparation for sale to the developer who is selected through the RFP process;

On January 27 and February 10, 2026, the Municipal Council met to consider 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: (i) the real property described in Exhibit A should be added to the surplus property list for disposal; and (ii) such action reasonably furthers the health, safety and general welfare of the citizens of Provo City.

THEREFORE, the Provo Municipal Council resolves as follows:

PART I:

The real property described in the attached Exhibit A is placed on the surplus property list.

PART II:

This resolution takes effect immediately.

END OF RESOLUTION.

EXHIBIT A

A PORTION OF THE PROVO CITY SURVEY OF BUILDING LOTS, LOCATED IN PROVO, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL 1:

BEGINNING AT THE NORTHWEST CORNER OF BLOCK 63, PLAT A, PROVO CITY SURVEY OF BUILDING LOTS; THENCE S89°39'01"E 399.68 FEET; THENCE S00°20'04"W 233.98 FEET; THENCE N89°42'18"W 116.83 FEET; THENCE N75°11'01"W 7.96 FEET; THENCE N89°41'01"W 275.29 FEET; THENCE N00°22'08"E 232.26 FEET TO THE POINT OF BEGINNING.

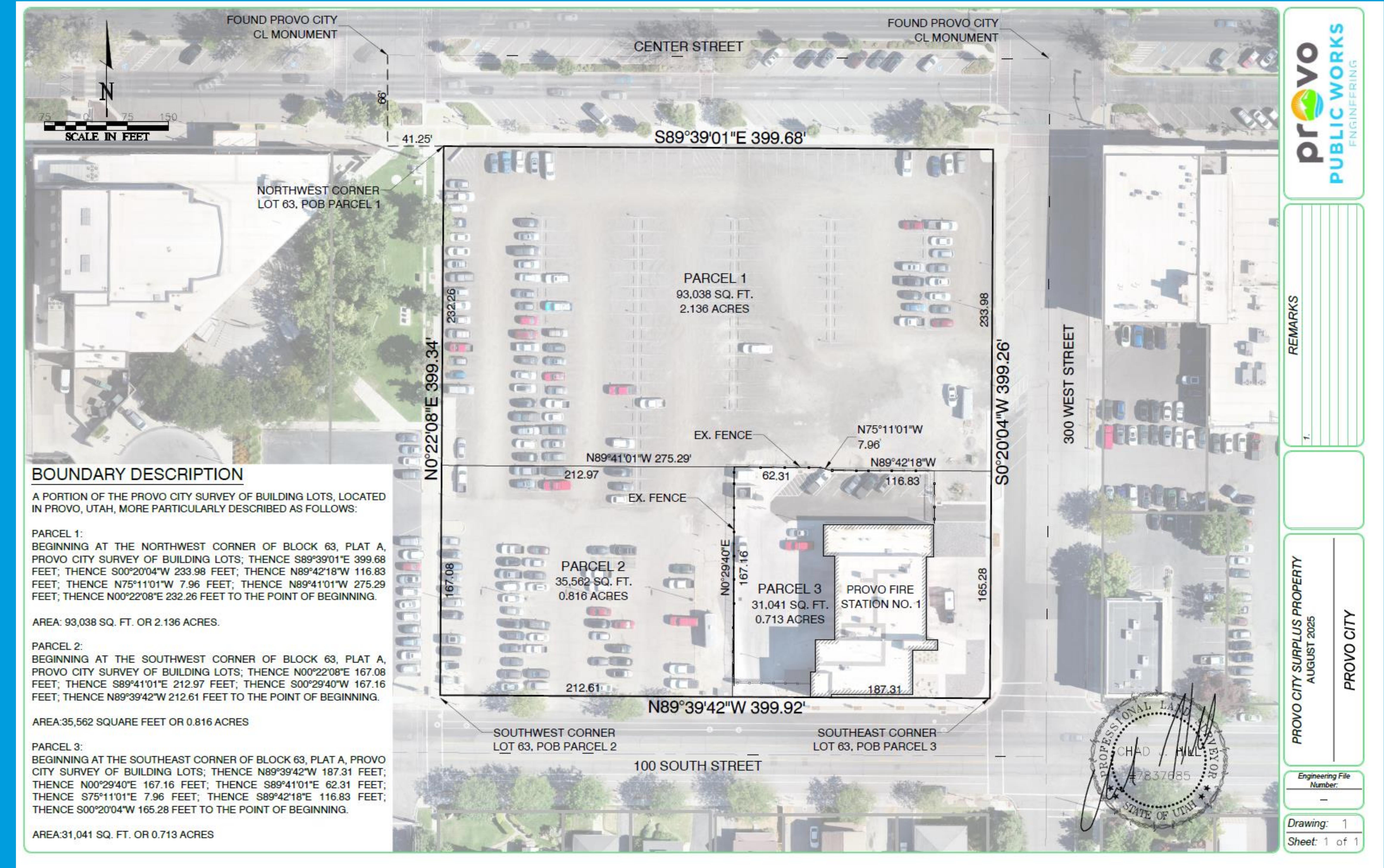
AREA: 93,038 SQ. FT. OR 2.136 ACRES.

PARCEL 2:

BEGINNING AT THE SOUTHWEST CORNER OF BLOCK 63, PLAT A, PROVO CITY SURVEY OF BUILDING LOTS; THENCE N00°22'08"E 167.08 FEET; THENCE S89°41'01"E 212.97 FEET; THENCE S00°29'40"W 167.16 FEET; THENCE N89°39'42"W 212.61 FEET TO THE POINT OF BEGINNING.

AREA: 35,562 SQUARE FEET OR 0.816 ACRES

Subject Parcel 1 and 2 of
the old City Center Block
located at
351 West Center Street



The Details

- Property consists of two parcels with the combined acreage of 2.952 acres.
- The averaged appraised value was determined in 2023 to be: \$6,857,500.
- A Request for Proposals has been issued for the redevelopment of the block and placing the property on the surplus property list is a necessary step for the project.



PROVO MUNICIPAL COUNCIL

COUNCIL MEETING

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: 5 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 _____,
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.

53

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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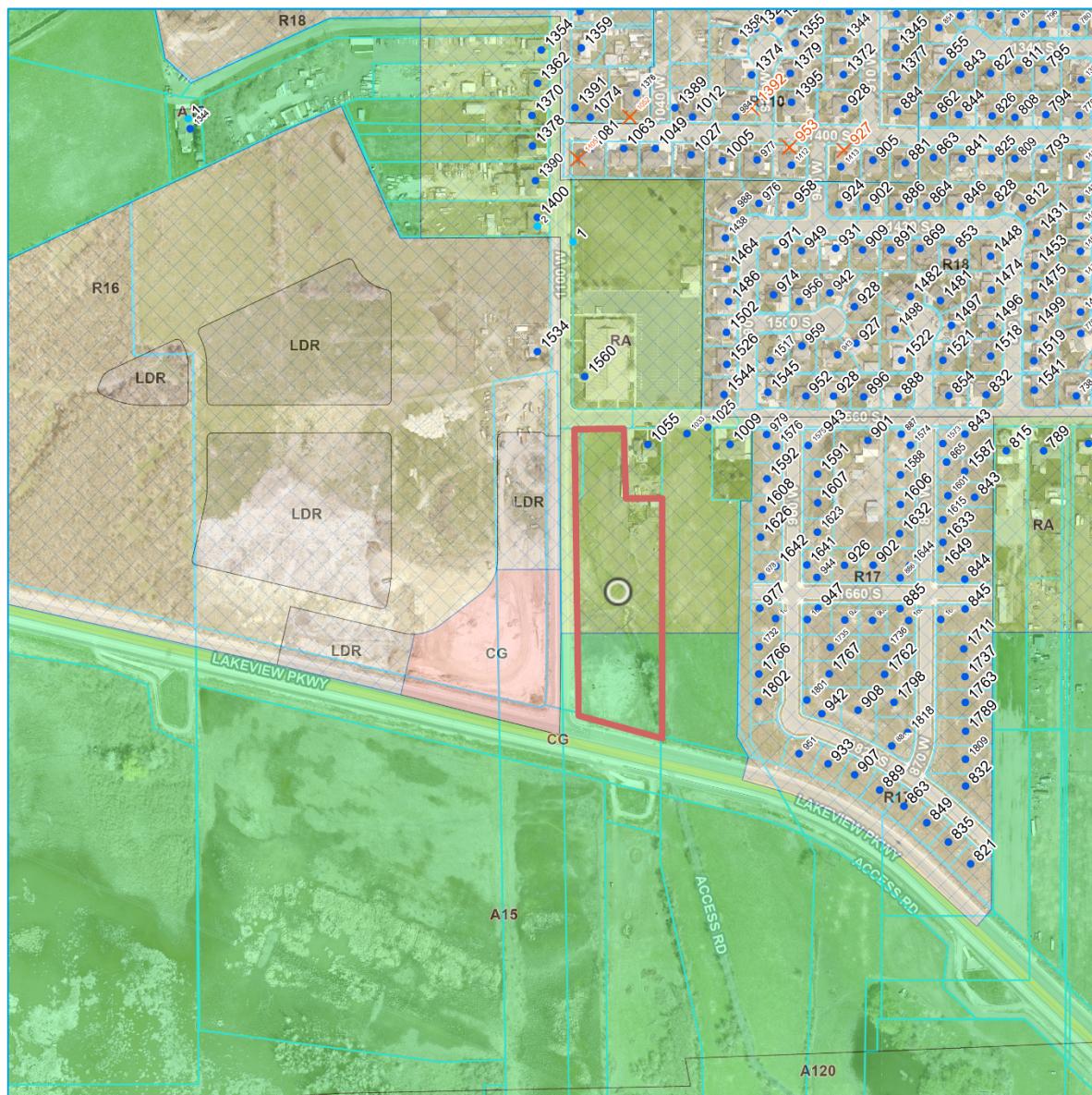
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EXHIBIT A

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

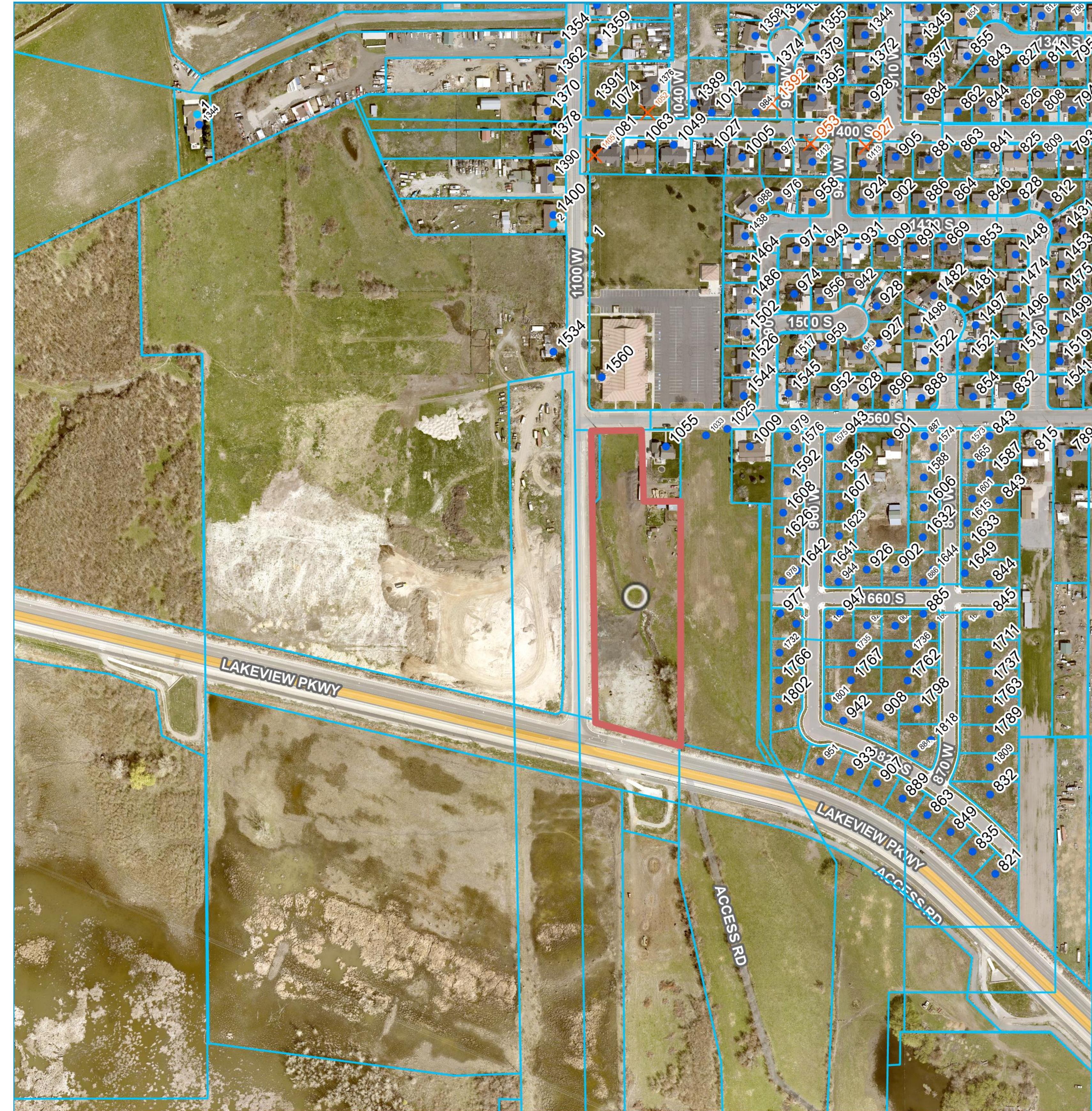
Andrade Christensen requests a Zone Map Amendment from the A1.5 (Agricultural) and RA (Residential Agricultural) Zones to the CG (General Commercial) and VLDR (Very Low Density Residential) Zones to develop a 4.17-acre mixed-use development, located approximately at 1560 South and 1100 West.

Lakewood Neighborhood

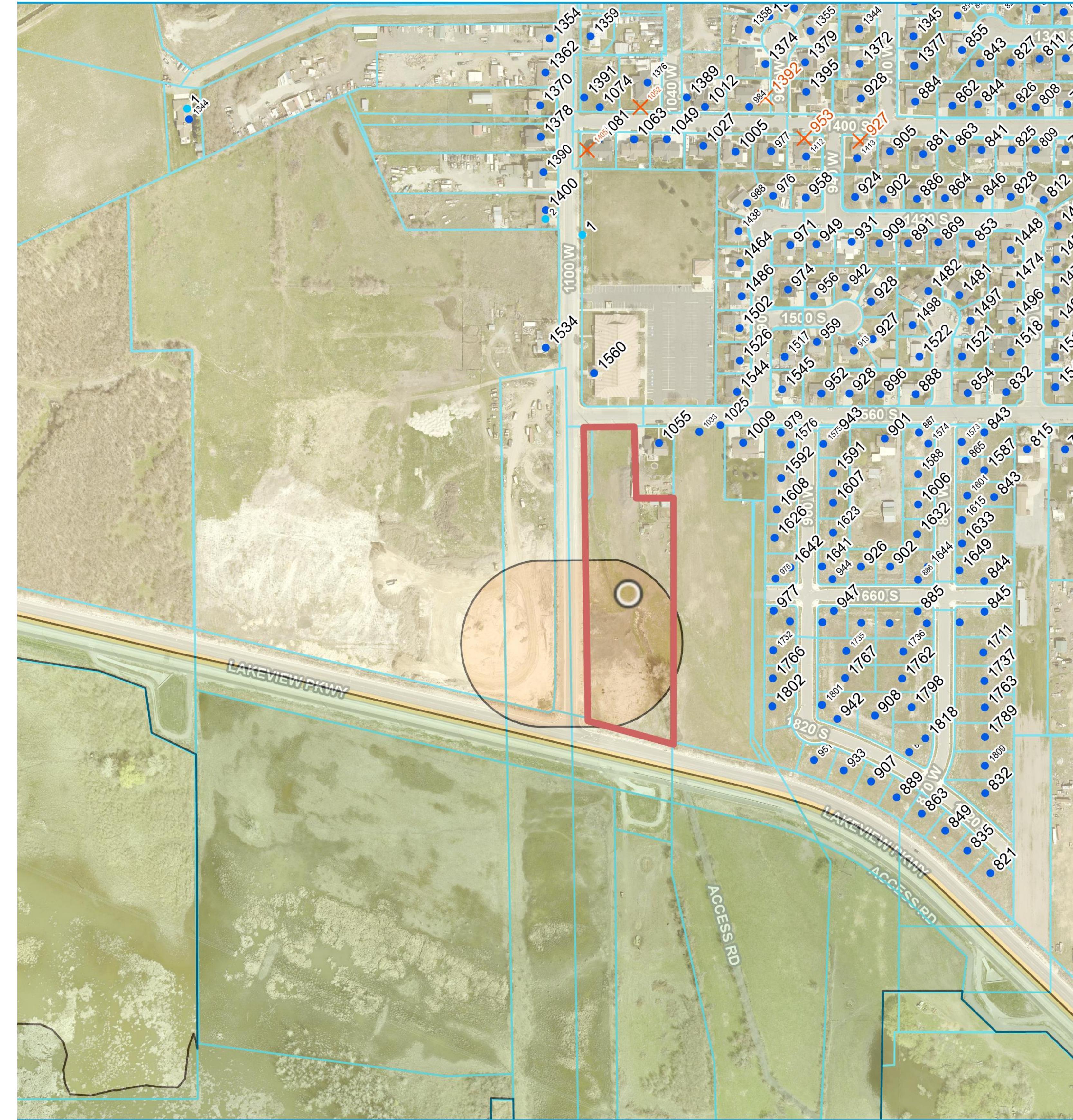
PLRZ20250028

Dry Creek

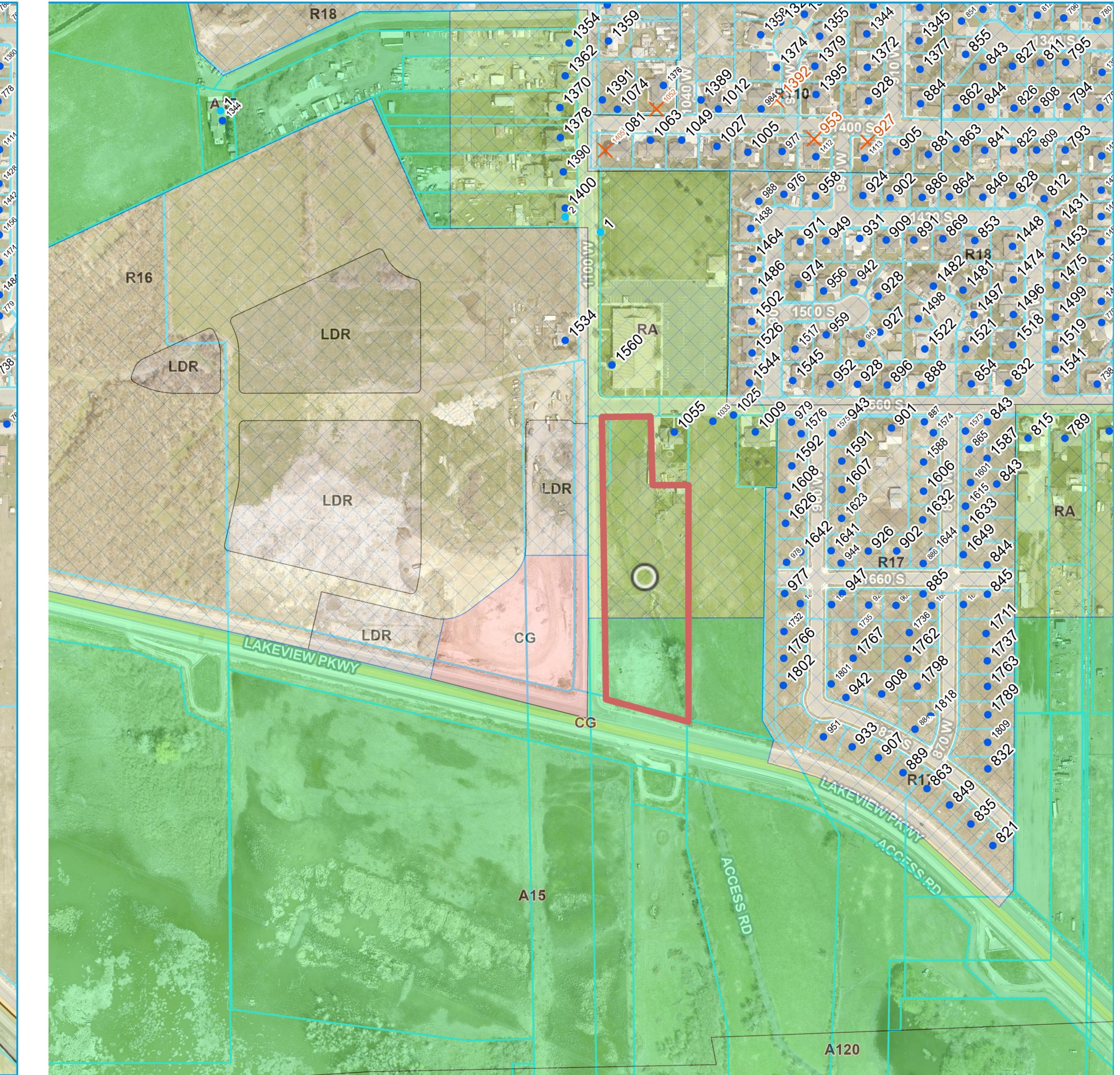
Rezone to CG and VLDR



Vicinity Map



General Plan Map

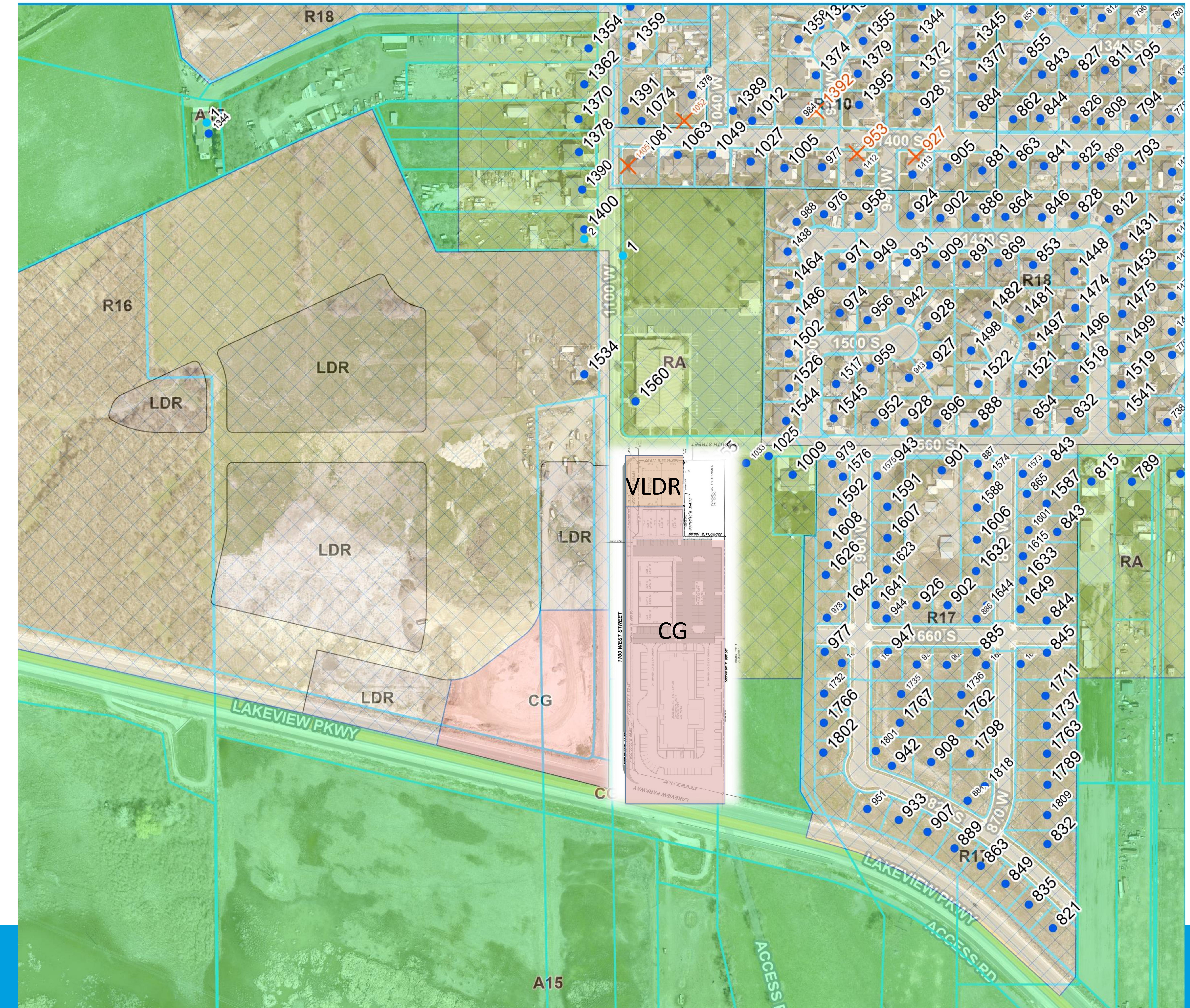


Zone Map

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

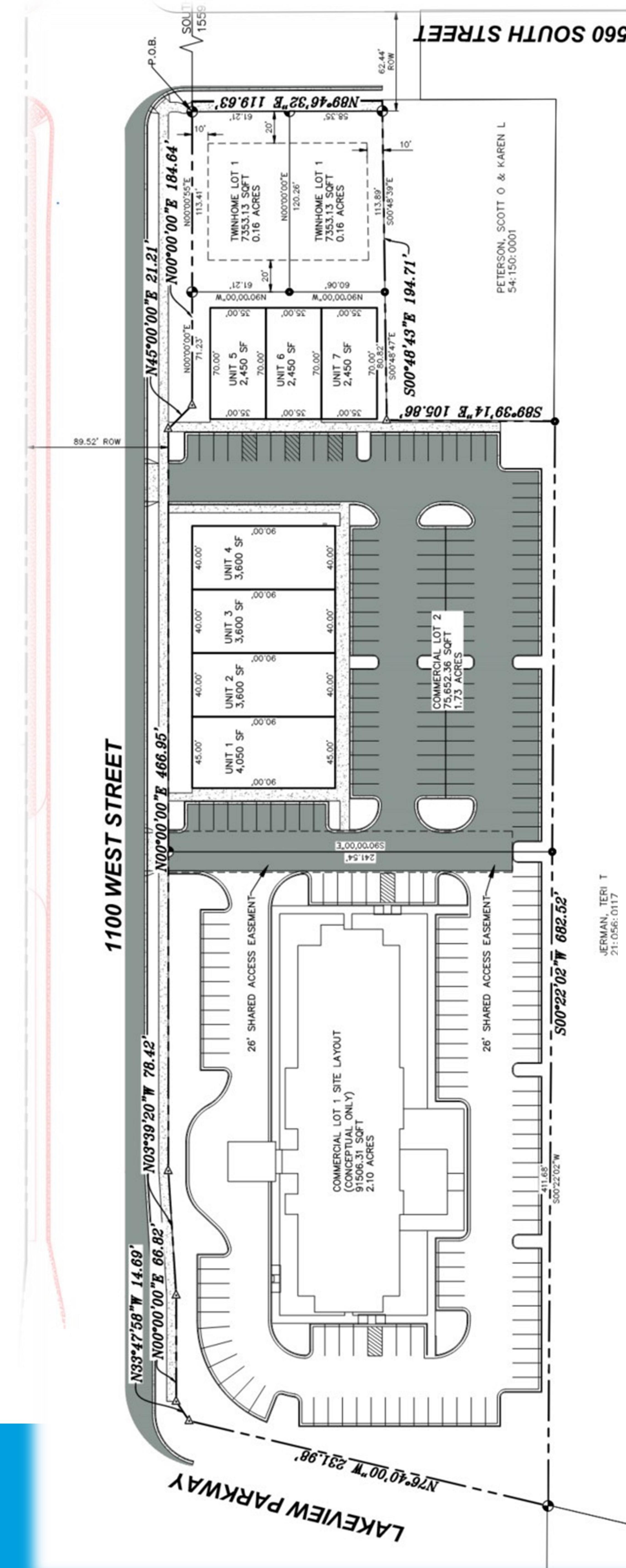
- CG Zone (3.83 acres)

> 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

*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

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

**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

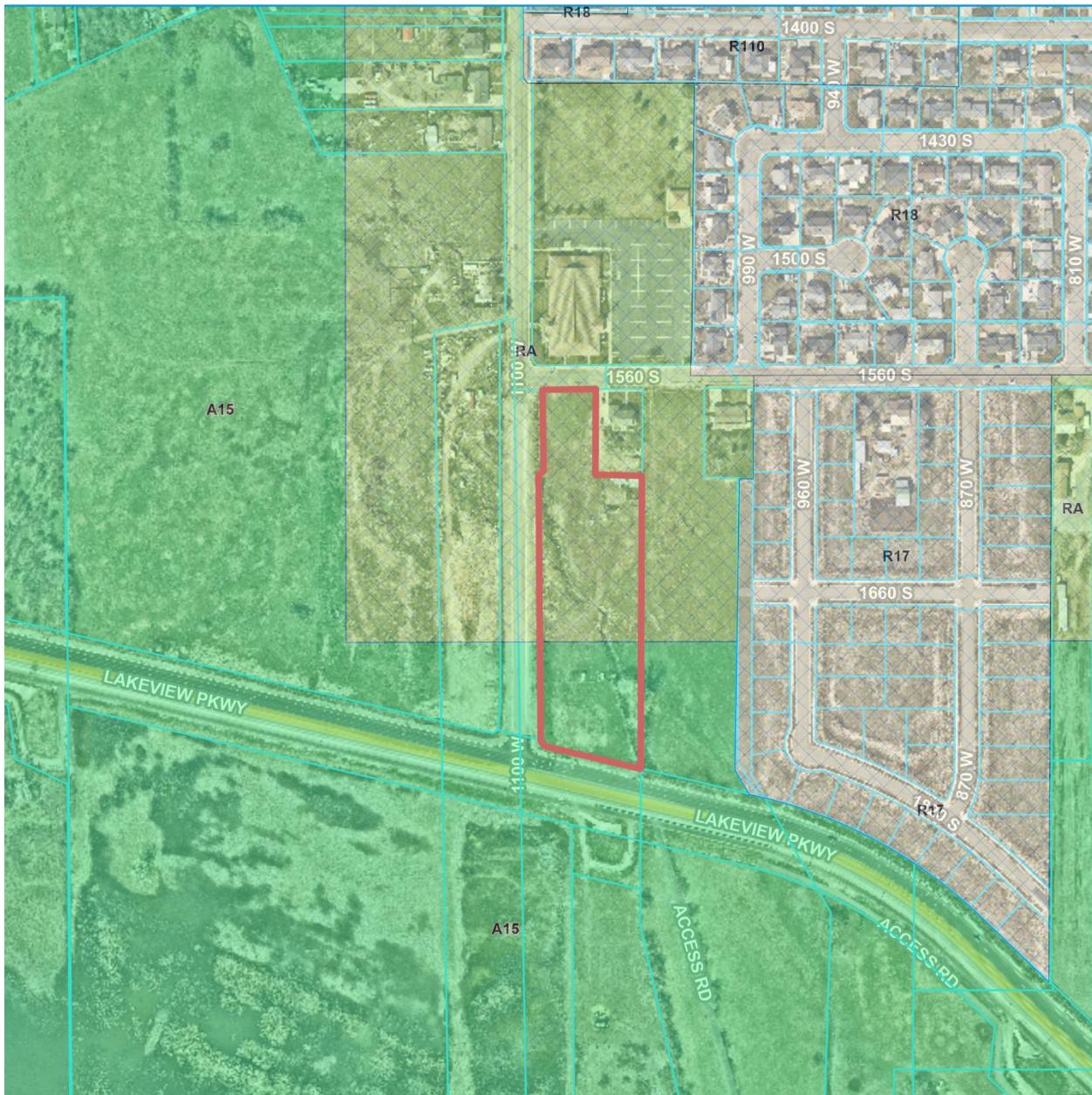
Staff are supportive of this rezone request and with the concepts to illustrate the effective use of the property if the proposed zones are approved. Developing a mixed-

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.

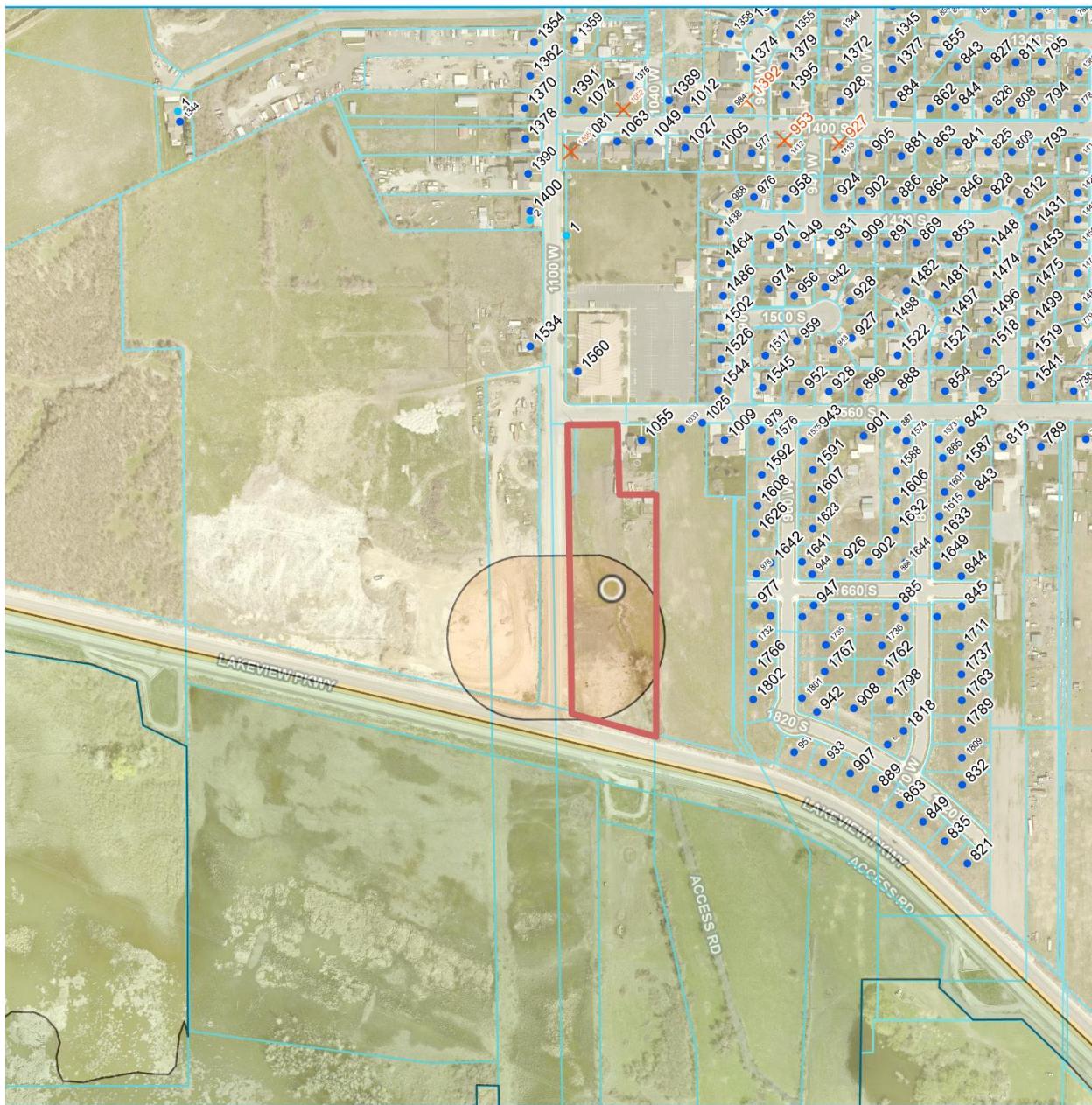
ATTACHMENTS

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

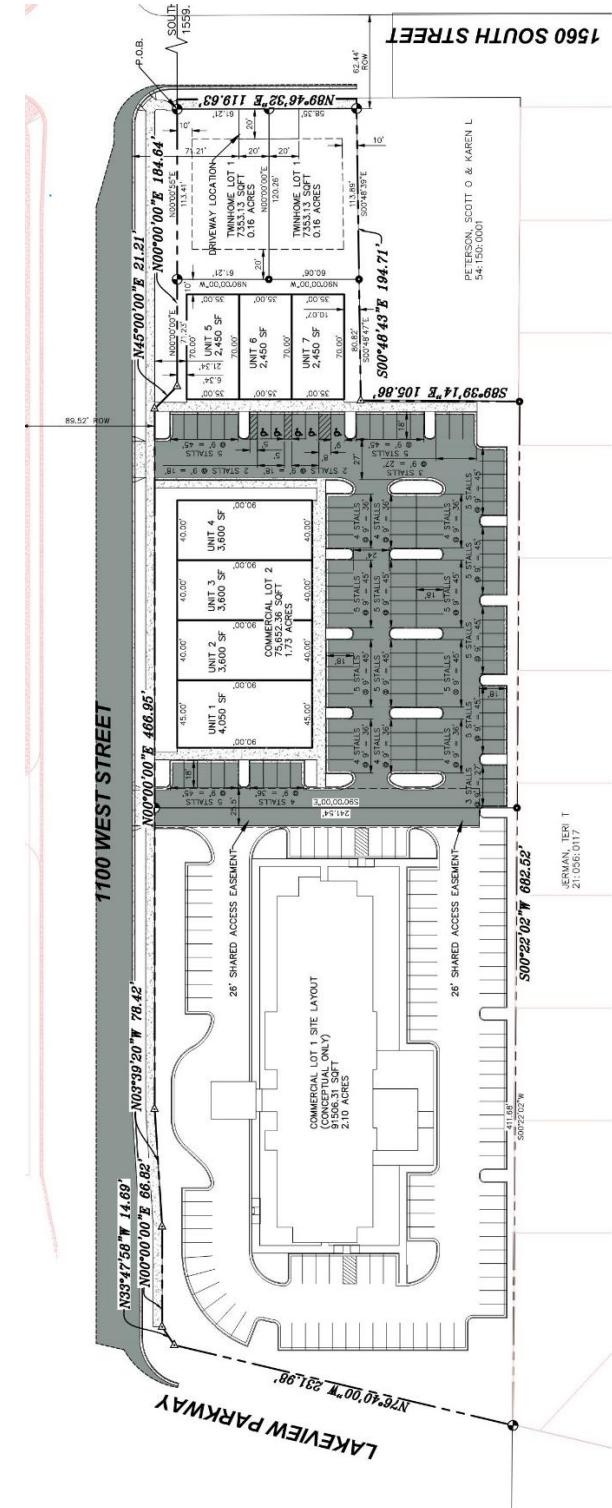
ATTACHMENT 1 – AREA/ZONE MAP



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

COUNCIL MEETING

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: 6 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

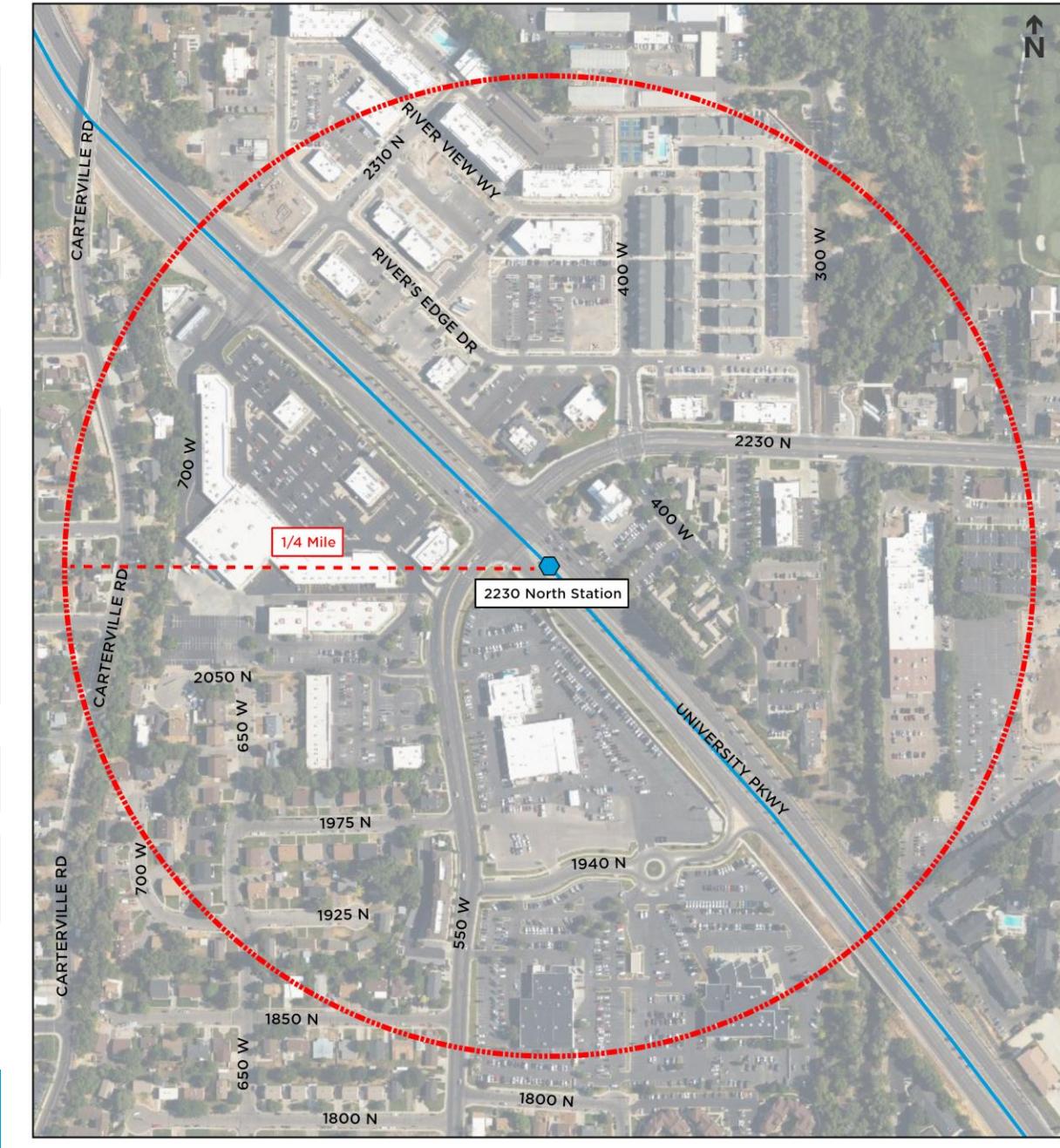
56 D. The Municipal Council directs that the official copy of Provo City Code be updated to
57 reflect the provisions enacted by this ordinance.

58

59

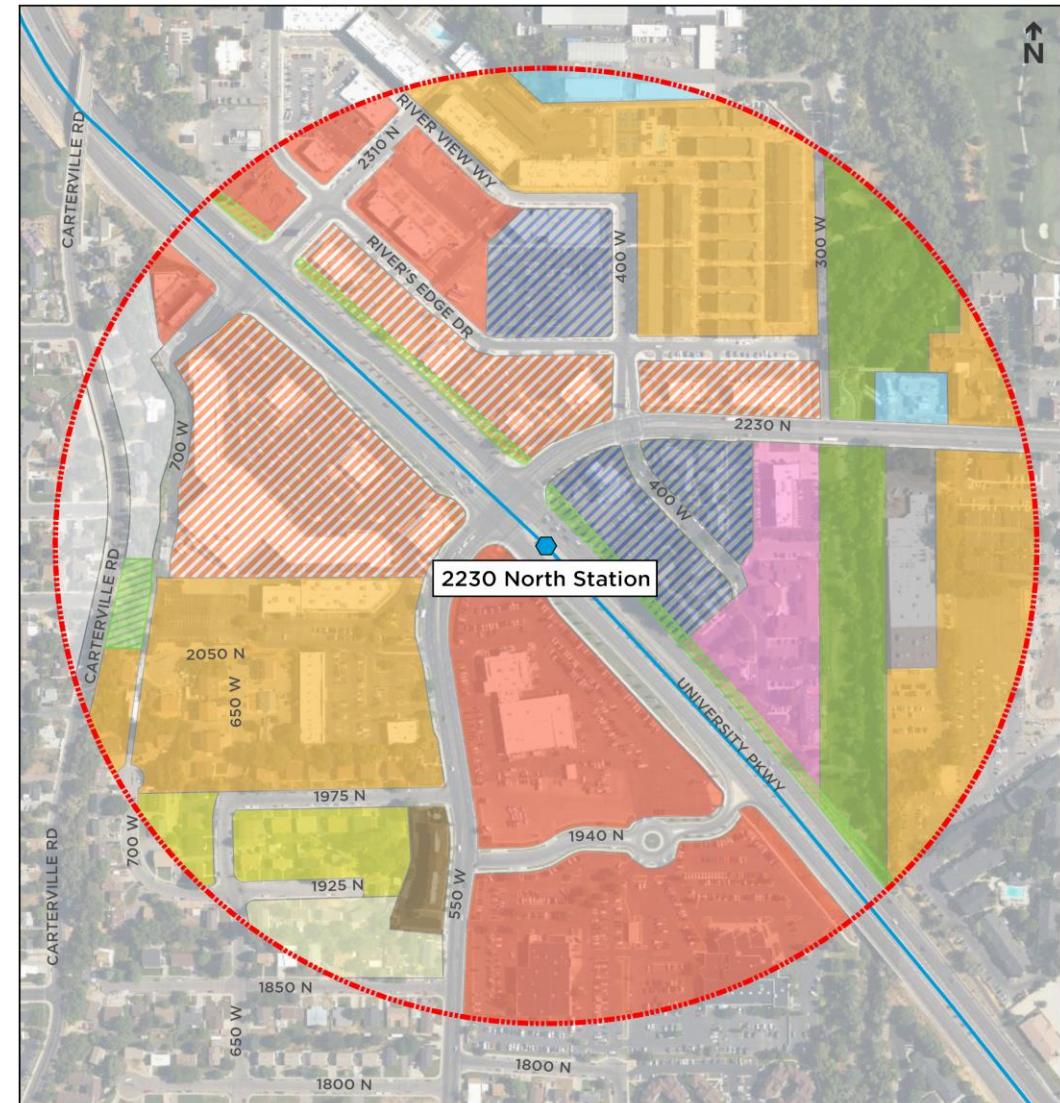
60

2230 North Station

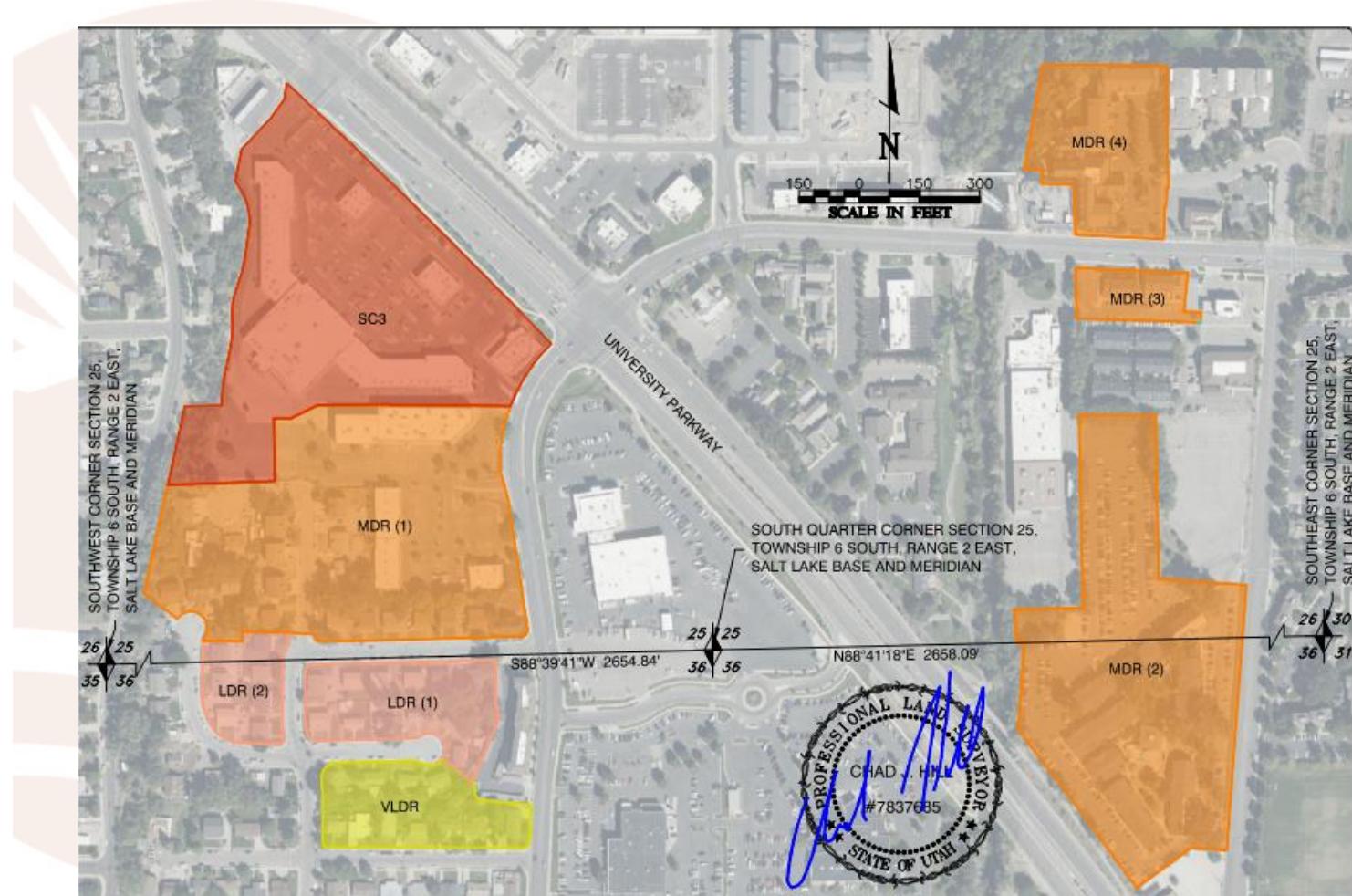
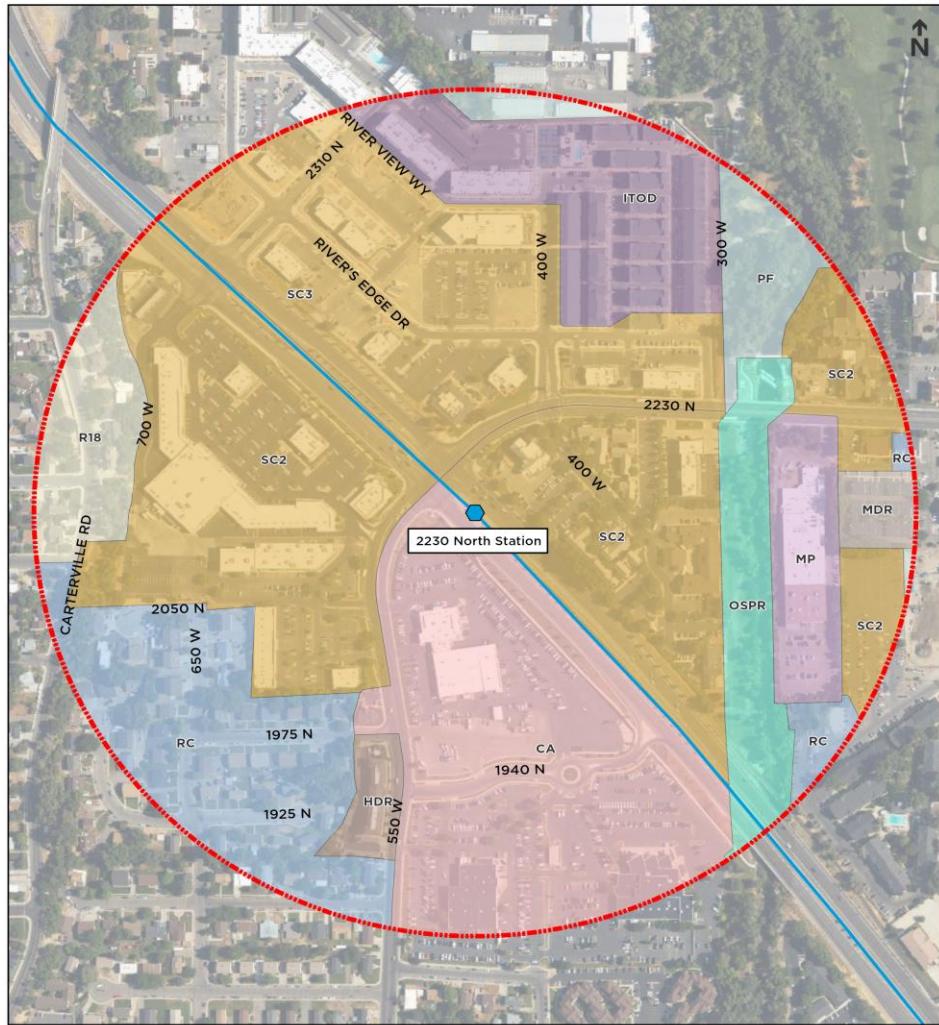


Future Land Use Map

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 | | |

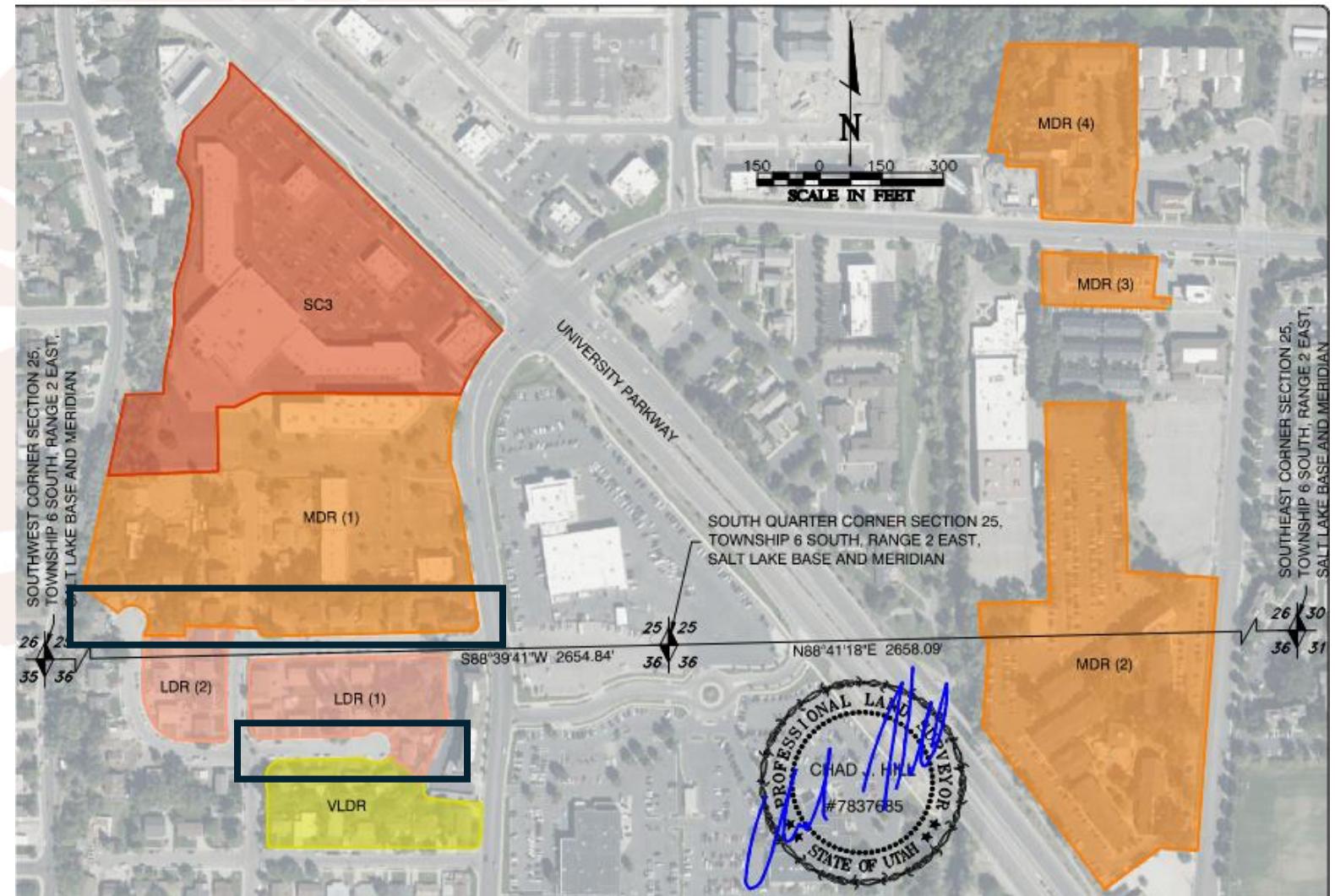


Public Comment

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.

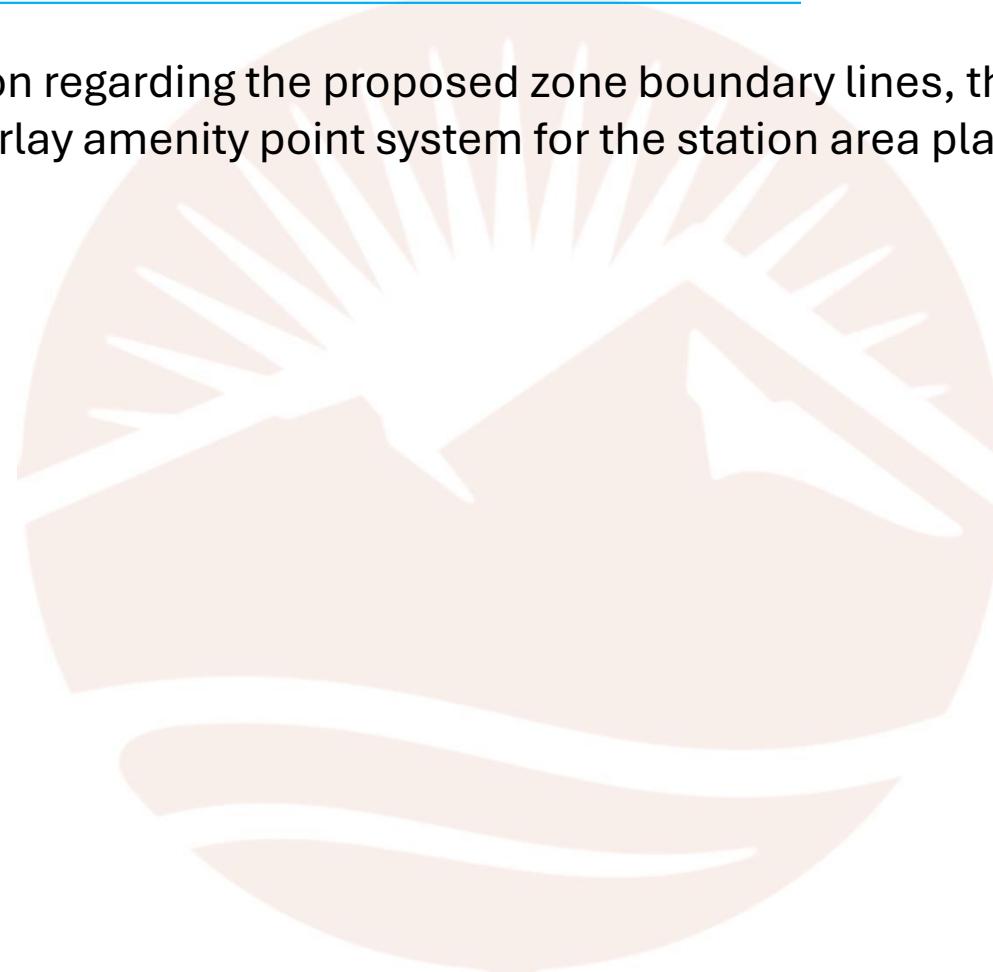
Eric Chase, stated that he was in favor of the rezones as they are, but wished that there was even more change.

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

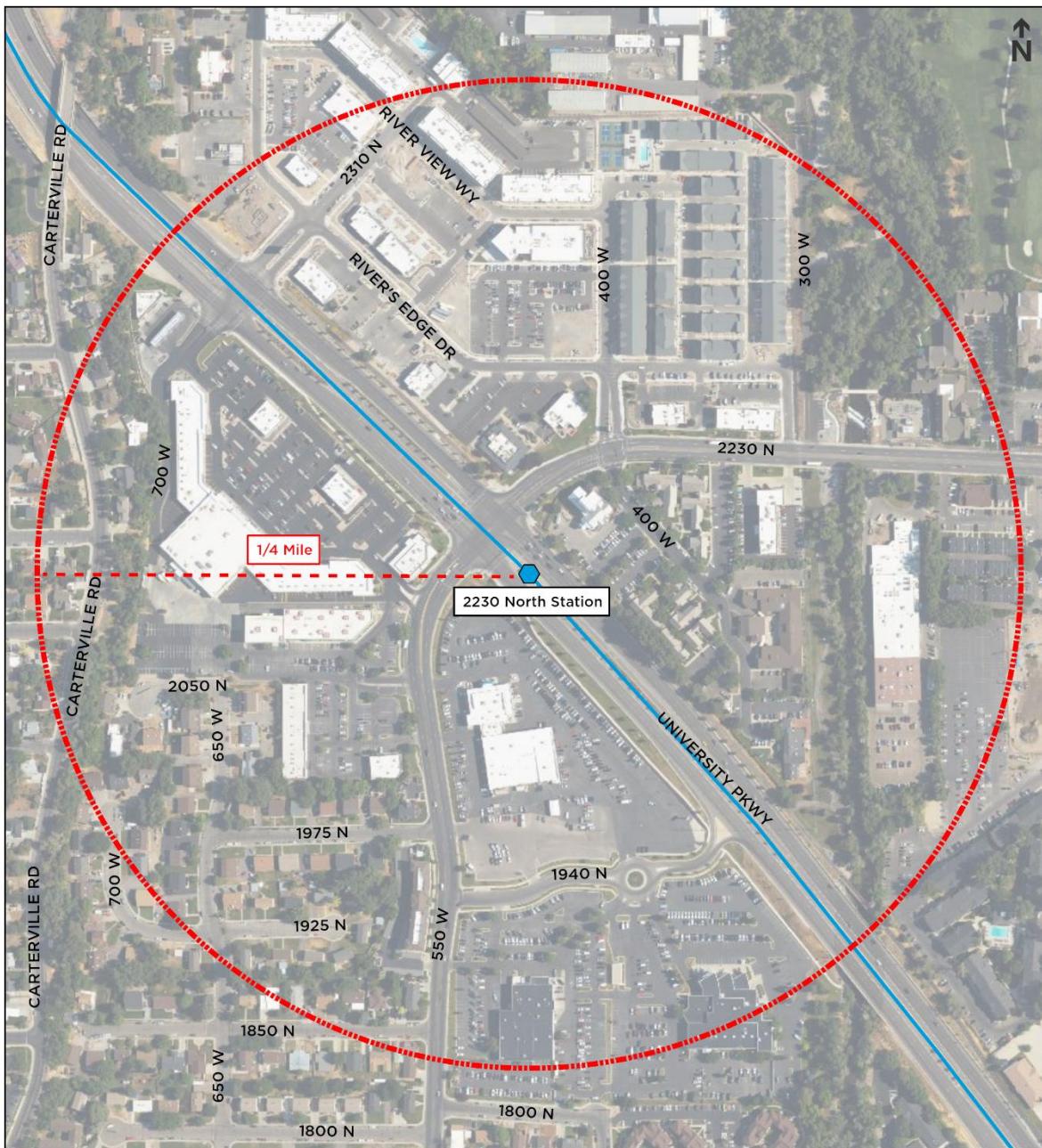
1. List of property owners within the station area
2. Aerial Map
3. Proposed Areas to be rezoned
4. 2230 North Station Area Plan Future Land Use Map

ATTACHMENT 1 – LIST OF PROPERTY OWNERS WITHIN THE STATION AREA

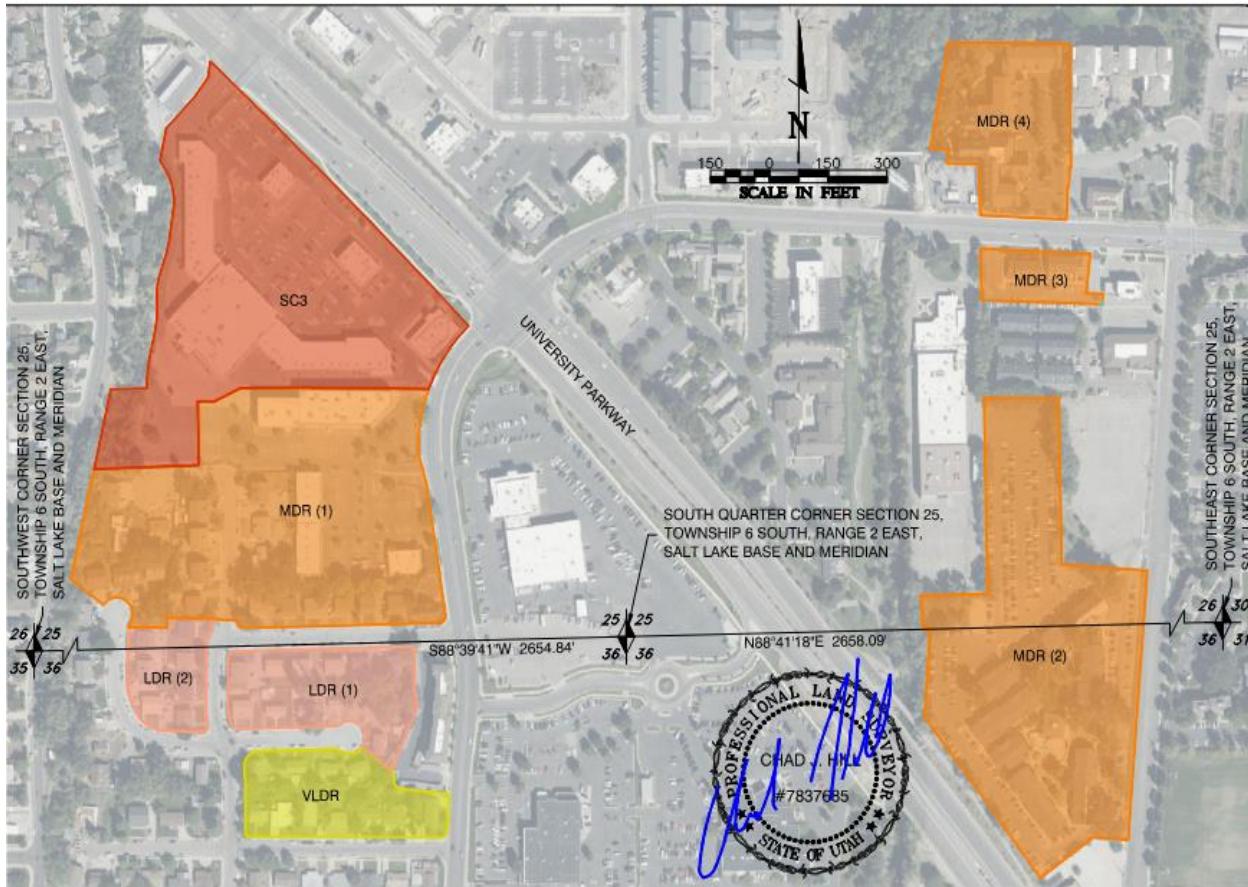
| | |
|---|--|
| PLUMTREE LLC | WILLBURN - ALAN B & KRISANA R |
| UTAH VALLEY CAPITAL PARTNERS LLC | DAYLEY - K NEWELL & DIANE W (ET AL) |
| FLORES - MIGUEL A & SAYDA ELENA (ET AL) | FAE HOLDINGS 417635R LLC |
| ALTERSTIL HOLDINGS LLC | FOULK FAMILY PROPERTIES LLC |
| UTAH VALLEY CAPITAL PARTNERS LLC | 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) |

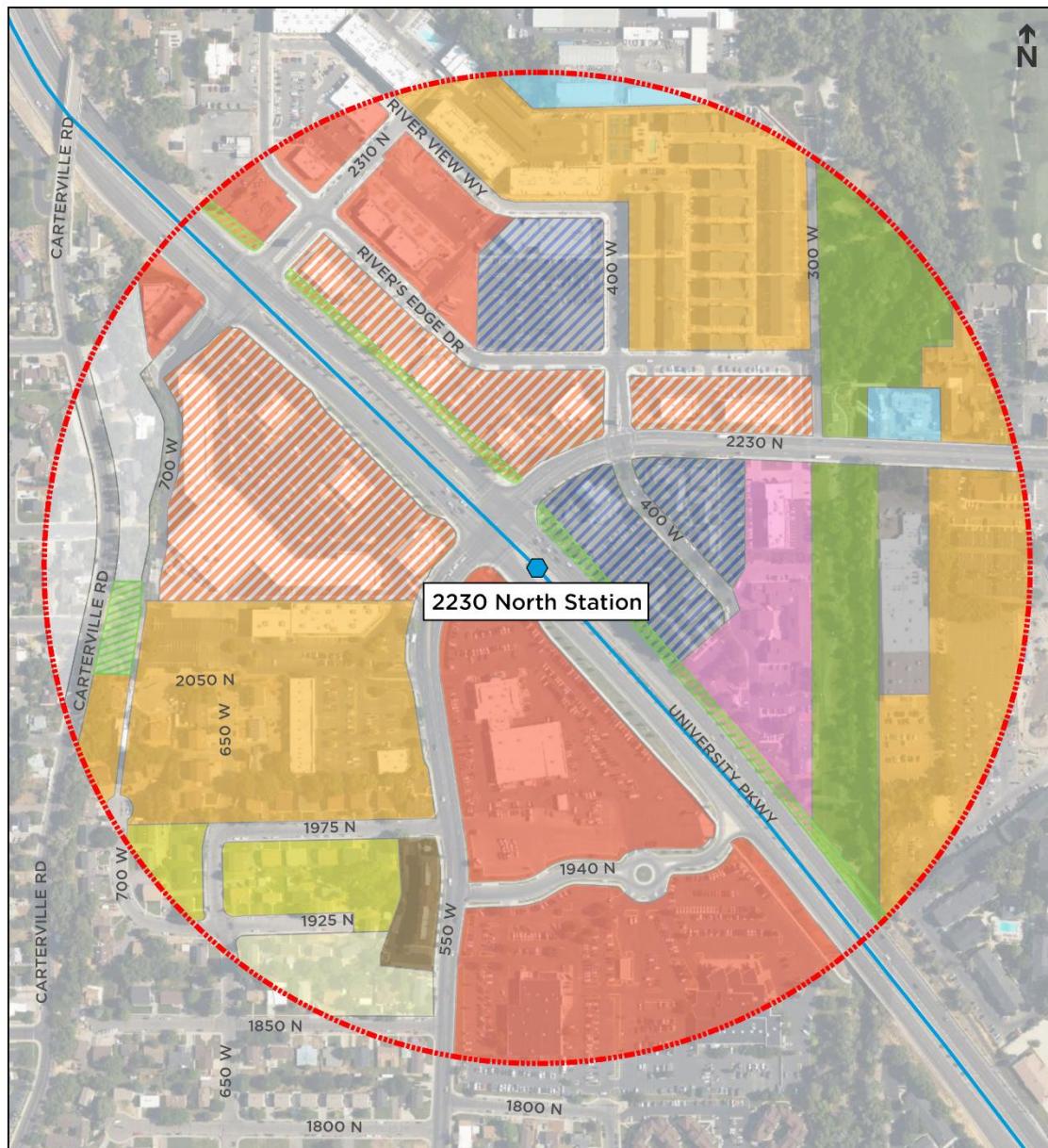
ATTACHMENT 2 – AERIAL MAP



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 | | |

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

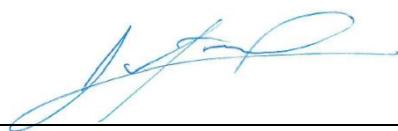
Any comments received prior to completion of the Staff Report are addressed in the Staff Report to the Planning Commission. Key issues raised in written comments received subsequent to the Staff Report or public comment during the public hearing included the following:

- 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

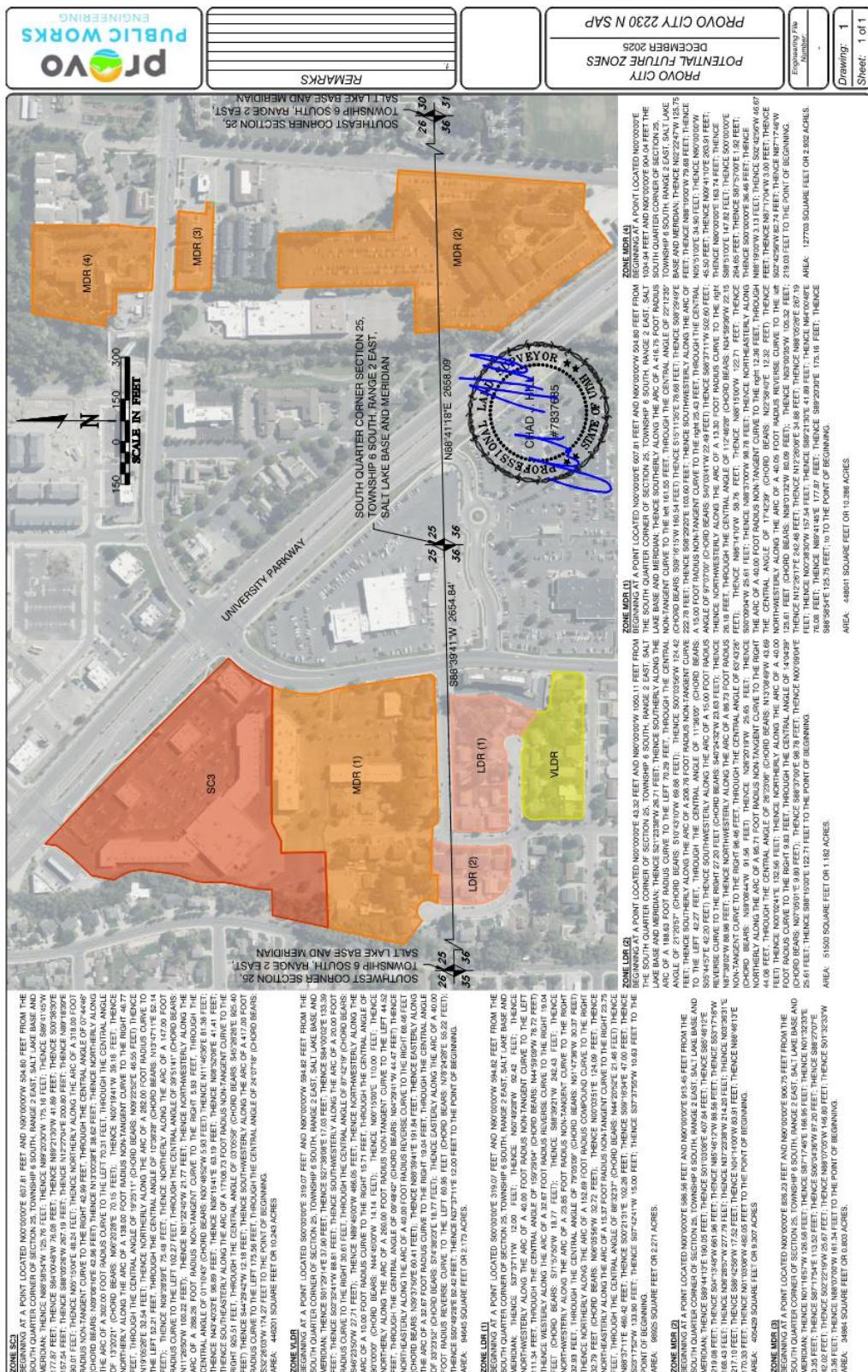
See Key Land Use Policies of the Provo City General Plan, applicable Titles of the Provo City Code, and the Staff Report to the Planning Commission for further detailed information. The Staff Report is a part of the record of the decision of this item. Where findings of the Planning Commission differ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

COUNCIL MEETING

STAFF REPORT



Submitter: MMCNALLEY
Presenter: Melissa McNalley, RDA Director
Department: Development Services
Meeting Date: 2/10/2026
Requested Duration (Minutes): 10 minutes
CityView or Issue File Number: 26-005

SUBJECT: 7 A resolution of the Redevelopment Agency of Provo City approving the project area plan for the Lakeview Parkway Community Reinvestment Area (26-005)

ADMINISTRATIVE RECOMMENDATION: Request Council Approval and adoption of the Lakeview Parkway Community Reinvestment Area and Plan.

ADMINISTRATIVE MEMO: Resolution to accompany the ordinance and plan for the Lakeview Parkway CRA.

FISCAL IMPACT: None at this time

COUNCIL STAFF MEMO:

1 RDA RESOLUTION <<Document Number>>
2

3 A RESOLUTION OF THE REDEVELOPMENT AGENCY OF PROVO CITY
4 APPROVING THE PROJECT AREA PLAN FOR THE LAKEVIEW
5 PARKWAY COMMUNITY REINVESTMENT AREA_(26-005)

6
7 RECITALS:
8

9 It is proposed that The Lakeview Parkway Community Reinvestment Project Area Plan
10 be approved by the Governing Board of the Redevelopment Agency of Provo City (RDA
11 Governing Board) as outlined in Utah State Code Chapter 17C;

12 Providing economic opportunity west of Interstate 15 is goal of Provo City. This project
13 area plan seeks to outline areas to provide for future incentives to assist in economic
14 development goals through balanced commercial, retail, and residential development in the
15 Project Area;

16
17 On February 10, 2026, the RDA Governing Board met to consider the facts regarding this
18 matter and receive public comment, which facts and comments are found in the public record of
19 the Board's consideration; and

20
21 After considering the facts presented to the RDA Governing Board, the Board finds that
22 (i) the proposed action should be approved as described herein, and (ii) such action furthers the
23 health, safety, and general welfare of the citizens of Provo City.

24
25 THEREFORE, the RDA Governing Board resolves as follows:

26
27
28 PART I:

29
30 The Lakeview Parkway Community Reinvestment Area Project Area Plan is approved as
31 shown in Exhibit A.

32
33
34 PART II:

35
36 This resolution takes effect immediately.

37

2025-1 Lakeview Parkway Community Reinvestment Project Area Plan

Introduction

The Provo Redevelopment Agency (RDA) has identified significant opportunities for strategic commercial and residential growth along Lakeview Parkway on the west side of Interstate 15 and has prepared the following Lakeview Parkway CRA Plan ("Plan"). This area presents substantial potential for generating personal and real property tax revenue, as well as sales tax growth, that will benefit the broader community.

The vision for this development centers on creating a vibrant commercial corridor that will serve west Provo residents with essential amenities including restaurants, hospitality services, fuel stations, and retail establishments. These commercial uses are designed to complement the growing residential population, reducing travel times for daily needs and enhancing overall quality of life for families and individuals living in the area.

This Plan has been prepared in compliance with Utah State Code and carefully considers the economic impacts of balanced commercial, retail, and residential development. This approach ensures both a meaningful return on investment for the community and taxing entities, while providing reasonable returns for the private development community willing to invest in this emerging area.

The current property encompassed by the Community Reinvestment Area ("CRA") is undeveloped with no internal infrastructure in place. Prior to development consideration, the property consisted of farming land and vacant parcels. The RDA has determined that establishing a CRA is in the best interest of Provo residents to grow personal and real property tax revenues, sales and use tax collections, and Moderate-Income Housing opportunities, while enabling additional public services and amenities that enhance residents' quality of life.

The purpose of this Plan is to evaluate the opportunity presented by the Lakeview Parkway Community Reinvestment Area by describing how the CRA will function, the mechanisms to be used for development incentives, and the anticipated return on investment for both the community and participating taxing entities.

This Plan follows Utah Code Annotated (UCA) Title 17C Chapters 1 and 5 (Utah Limited Purpose Local Government Entities – Community Reinvestment Agency Act). Requirements of the Act include specific notice and hearing obligations. The Agency must demonstrate that these requirements have been met in order to complete the CRA establishment process.

This document has been prepared in good faith as a current reasonable estimate of the anticipated economic impact of this project. Fundamental changes in economic and other external factors may influence actual outcomes. With these assumptions, the information contained within this report represents the reasonable expectations of the project. The Agency makes no guarantee that the projections contained in this Plan or in the Budget for the Project Area will accurately reflect the future development within the Project Area. Further, the Agency specifically reserves all powers granted to it under the Act, as amended, subject to the terms and provisions of this Plan, City ordinances, and State and Federal Law.

Definitions

“Act” means Title 17C of the Utah Code Annotated (UCA) 1953, as amended: the Utah Limited Purpose Local Government Entities – Community Reinvestment Agency Act, as amended, or such successor law or act as may from time to time be enacted.

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“Base Taxable Value” has the same meaning as in the Act (UCA 17C-1-102(8)). “Base Taxable Value” is synonymous with “Base Year Taxable Value”, “Base Year Value”, and “Base Value”.

“Base Tax Amount” means a sum equal to the tax revenue arising from the Project Area during the Base Year, which is calculated as the product of the Base Taxable Value and the certified tax rate in effect during the Base Year.

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“City” means Provo City, a political subdivision in the State of Utah.

“Community Reinvestment Project Area Plan” means a project area plan, as defined by UCA § 17C-1-102(18) of the Act, designed to foster project area development, as defined by UCA § 17C-1-102(48) of the Act, developed by the Agency and adopted by ordinance of the governing body of the City, to guide and control community development projects in a specific project area.

“General Plan” means the general plan adopted by the City under UCA § 10-9a-401.

“Project Area” means the Lakeview Parkway Community Reinvestment Area as outlined in Exhibit A.

“Property Taxes” means all levies on an ad valorem basis upon land, real property, personal property, or any other property, tangible or intangible.

“Sales Tax” means a tax on sales or on the receipts from sales.

“Taxing Entities” means the public entities, including the state, county, city, school district, special service district, or other public body, which levy property taxes on any parcel or parcels of property located within the Project Area.

“Tax Increment” means that portion of the taxes levied each year in excess of the base tax amount, which excess amount is paid into a special fund of the Agency, pursuant to UCA 17C-1-102(61)(a) and Part 5 of UCA Chapter 17C-1, as amended.

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Analysis

This section of the Plan fulfills the requirements in Utah State Code 17C-5-105

(1) Project Area Boundary description and map:

As described in Exhibit A, the Project Area is entirely located within the legal boundaries of Provo City. The Project Area encompasses approximately 63.75 acres of land. The Project Area encompasses the area identified, including without limitation, the three parcels outlined on the map attached hereto as Exhibit A (the “Project Area Map”). The three parcels are owned by three landowners. A legal description and map of the Project Area is attached as Exhibit A.

(2) Land Uses:

The Project Area is adjacent to Lakeview Parkway and is approximately 63.75 acres are currently zoned Freeway Commercial (FC3) and Shopping Center (SC2), respectively. The Provo City General Plan shows these areas as commercial and mixed use, which is in alignment with the Southwest Area Plan.

The entire project area is completely vacant land. The areas projected for development are zoned for commercial use and have not been used as agricultural in recent years.

Layout of Principal Streets:

Lakeview Parkway is the highest capacity road running south of the Project Area and provides a direct connection between Interstate 15 and the Provo Municipal Airport. 500 West is

considered a minor arterial road and runs adjacent to a portion of the Project Area, ending at the connection to Lakeview Parkway.

Population In the Project Area:

As of the 2020 American Community Survey, there were 14,500 residents living in Southwest Provo. With the projected buildup of the area, the population is expected to grow by an additional 14,600 residents over the next 20 years.

Building Intensities:

Existing buildings in the area surrounding the Project Area are principally single-family homes. The buildings to the far west of the Project Area are large buildings for manufacturing and industrial purposes to support the Provo Airport. The Project Area already zoned for commercial use is anticipated to bring commercial buildings to support the residents in the surrounding neighborhoods as well as the whole of Provo.

(3) Standards guiding Project Area development:

Goals and strategies in the Provo City General Plan, as well as the Southwest Area Plan, will guide development in and around the Project Area. These plans specifically address the needs for additional retail and restaurant spaces, and hospitality to support the airport and the Epic Sports Park.

(4) Furthering the purposes of this title:

Reasons for Selection and Plan Purposes

This Community Reinvestment Project Area Plan has been selected to address the need for economic development and diversification along Lakeview Parkway west of Interstate 15. Through the implementation of this plan, private investment may be leveraged with tax increment and sales tax increment financing to enhance neighborhood livability and provide economic opportunity.

The purposes this Plan is intended to achieve include:

1. Enhance employment and income opportunities for Project Area residents through commercial growth and business development.
2. Increase the diversity and stability of the tax base, thereby generating additional resources for public services within and around the Project Area.
3. Encourage the efficient development and productive use of currently undeveloped or underutilized land within the Project Area boundaries.
4. Facilitate and support appropriate private development efforts that align with community goals and enhance the overall economic vitality of the area.

5. Provide opportunities for diverse commercial services and retail options that serve residents in this rapidly growing area of Provo.

(5) Alignment with Provo City General Plan 2023

1. Land Use Designation Alignment

The CRA Plan's commercial and mixed-use zoning (FC3 and SC2) directly corresponds with the General Plan Map (Appendix D) identification of these parcels as commercial and mixed use in accordance with [Utah Code Section 17C-5-110](#).

Redevelopment of vacant land aligns with the General Plan's emphasis on efficient land use and infill development.

2. Economic Development Chapter Alignment

West-Side Development Priority:

The General Plan specifically states: "West Provo has land along Center Street, along Lakeview Parkway, and near the airport that would be well suited for a variety of businesses from manufacturing to tourism to mixed use"

<https://www.provo.gov/DocumentCenter/View/919/General-Plan-2023-PDE>.

The CRA directly targets the Lakeview Parkway corridor mentioned as a priority development area.

Economic Development Goals:

Strategy 2b: "Encourage economic development and business opportunities at and around the airport" - The CRA Plan specifically addresses hospitality services to support the Provo Municipal Airport.

Strategy 1b: "Attract technology related business and other outside employers to Provo"- The CRA creates infrastructure for diverse business attractions.

Strategy 1c: "Increase commercial and light industrial space such as maker spaces and innovation centers"- The CRA enables commercial development in an underdeveloped area.

Tax Base Diversification:

The General Plan emphasizes attracting "employers from all sectors" to make "our local economy strong and resilient".

The CRA Plan's Purpose #2 -- increasing diversity and stability of the tax base -- directly supports this goal.

3. Airport Master Plan Integration

The General Plan states: "The Provo Airport is a major player for the future economic growth of the city" and calls for maximizing "economic and other benefits associated with this highly important city asset".

The CRA Plan addresses hospitality and commercial services to support the airport's expansion, directly implementing this priority.

4. Employment and Quality of Life

The General Plan's commitment is "a resilient and vibrant economy that supports good jobs and a high quality of life for all residents".

The CRA Plan's Purpose #1 (enhancing employment and income opportunities) directly fulfills this commitment.

Reducing travel times for daily needs through local commercial development enhances the quality of life for west-side residents.

5. Infrastructure Investment

Top Economic Development Strategy #3: "Develop policies and practices to support thriving economic centers, including infrastructure".

The CRA's use of tax increment financing to fund infrastructure for undeveloped land directly implements this strategy.

6. Employment Centers Strategy

The General Plan states "Provo should invest in employment centers throughout the city that allow for a mix of uses, including office, residential, and retail space".

The CRA Plan creates a mixed-use commercial corridor serving both residential neighborhoods and employment needs.

7. Southwest Area Plan Coordination

The CRA Plan explicitly references alignment with the Southwest Area Plan, which is listed in the General Plan as a coordinated planning document.

Both plans address retail and restaurant needs for the growing west-side population.

8. Tourism and Regional Assets

The General Plan mentions the regional sports facility, Epic Sports Park, "just east of Provo Airport".

The CRA Plan's hospitality and restaurant components support both the airport and Epic Sports Park's tourism needs.

9. Population Growth Support

With 14,500 current residents and an additional 14,600 new residents projected in Southwest Provo over 20 years, the commercial infrastructure proposed in the CRA is necessary to serve this growth.

The General Plan acknowledges Provo's "rapidly growing population" as an asset that requires appropriate development.

This Project Area Plan represents a direct implementation of multiple General Plan priorities, particularly those related to west-side economic development, airport support, infrastructure investment, and creating employment opportunities while enhancing the quality of life for residents.

(6) The elimination of a development impediment is not applicable in this plan.

(7) Specific Project Area development that is the object of this Community Reinvestment Project Area Plan:

Large-Scale Retail Offerings

This anchor development addresses multiple redevelopment objectives:

Economic Development & Job Creation: A larger retailer serves as a catalyst for economic revitalization, creating both construction jobs during development and permanent employment opportunities ranging from entry-level to management positions. The combined retail spaces amplify this effect by attracting complementary businesses that create additional employment opportunities.

Addressing Food Access: West Provo has historically faced challenges with food accessibility. A large-scale retailer providing abundant grocery options directly combats food desert conditions, providing residents with convenient access to fresh produce, healthy food options, and affordable groceries among other essential household needs. This improves public health outcomes and reduces the need for residents to travel significant distances for basic necessities.

Commercial Tax Base Enhancement: Retail developments generate sales tax revenue and increase property values, strengthening the City's tax base. This additional revenue can fund further public improvements and essential services throughout the area.

Community Gathering & Social Cohesion: Modern retail centers serve as community anchors where residents interact, fostering neighborhood identity and social connections.

Hotel Development

The hotel component serves strategic objectives:

Economic Diversification: Hotel development brings tourism and business travel revenue into west Provo, diversifying the local economy beyond residential and light industrial uses. This creates hospitality jobs at various skill levels and generates transient room tax revenue.

Supporting Business Activity: Hotel accommodations attract business travelers, conference attendees, and visitors, which support existing and future commercial enterprises in the area. This creates synergies with the retail and restaurant components.

Gateway Enhancement: Hotels often feature quality architecture and landscaping that improve the visual character of the area, particularly important for corridors serving as gateways to Provo.

Regional Connectivity: By providing lodging options on the west side, the development reduces the concentration of tourist impacts on other parts of the city and provides convenient access for visitors to regional attractions.

Fuel Station and Restaurant Space

These service-oriented businesses fulfill complementary objectives:

Convenience & Service Gap Closure: Fuel stations and restaurants address daily needs of residents and travelers, reducing service gaps that may have contributed to the area's designation as needing redevelopment.

Traffic & Economic Activity Generation: These uses create steady traffic flow that supports adjacent retail businesses, creating a mutually reinforcing commercial ecosystem.

Travel Corridor Development: Fuel and food services are essential for developing viable commercial corridors, particularly along routes connecting residential areas to employment centers or highways.

Extended Hours Activity: Restaurants and fuel stations typically operate beyond standard retail hours, increasing activation of the area and enhancing safety through extended presence.

Infrastructure Improvements: Storm and Sewer Lines

These critical improvements address fundamental redevelopment prerequisites:

Removing Development Barriers: Inadequate or aging infrastructure often prevents private investment. New storm and sewer systems remove these barriers, making development financially feasible and environmentally compliant.

Environmental Protection: Modern stormwater management systems protect water quality in the Provo River and Utah Lake by controlling runoff, filtering pollutants, and preventing flooding. This addresses environmental remediation objectives.

Public Health & Safety: Updated sewer infrastructure prevents sanitary issues, protects groundwater, and ensures adequate capacity for increased density, directly serving public health objectives.

Long-Term Sustainability: Infrastructure investments reduce future maintenance burdens and support sustainable growth patterns, allowing the area to accommodate development for decades.

Capacity for Future Growth: Properly sized systems accommodate not just current development but create capacity for future projects, maximizing public investment efficiency.

Road Improvements

Transportation infrastructure enhancements serve multiple critical objectives:

Safety Enhancement: Road improvements, including proper lighting, signage, sidewalks, and traffic-calming measures, reduce accidents and improve pedestrian and cyclist safety.

Accessibility & Connectivity: Improved roads enhance connectivity between west Provo and key destinations, such as employment centers, schools, healthcare facilities, and other essential services. This investment helps reduce isolation that may characterize under-resourced areas.

Traffic Management: Upgrades accommodate increased traffic from new development without creating congestion, ensuring that new growth doesn't degrade quality of life.

Multi-Modal Transportation: Modern road improvements typically include bicycle lanes, sidewalks, and transit-ready design, supporting alternative transportation modes and reducing car dependency.

Property Value Enhancement: Transportation improvements increase adjacent property values, creating positive spillover effects beyond the immediate Project Area.

Alignment with Section 4 Objectives

The commitment that future development will align with Section 4 objectives ensures:

Comprehensive Planning: This provision maintains consistency between individual projects and the broader community vision, preventing piecemeal development that might undermine redevelopment goals.

Flexibility with Accountability: While allowing adaptability to market conditions and emerging opportunities, this requirement ensures all development serves the community's stated priorities.

Incremental Value Creation: Each future project builds upon previous investments, creating cumulative positive impacts rather than isolated developments.

Community Benefit Focus: By tying all development to established objectives (which typically include affordable housing, living-wage jobs, environmental quality, etc.), this requirement ensures private development serves public purposes that justify the CRA designation.

Synergistic Effects

The true power of this development plan lies in how components reinforce each other:

- Infrastructure makes commercial development viable
- Large-scale retailers create employment and shopping opportunities
- Hotels bring outside revenue that supports local businesses
- Improved roads enhance access to all facilities
- Combined, these elements transform the area's identity. This integrated approach addresses the economic and social, infrastructure, and environmental objectives, creating lasting positive changes for Provo residents.

(8) Participant Selection:

Participants in this Community Reinvestment Area (CRA) will be selected based on their commitment to development plans that advance both this Project Area Plan and the objectives for West Provo as outlined in the Provo City General Plan. The City and Redevelopment Agency reserve the right to actively recruit specific developers whose expertise and track record demonstrate capability to achieve the Plan's objectives efficiently and effectively.

All proposed development within this CRA Plan Area must conform to this plan and receive approval from both the City and the Provo Redevelopment Agency Board, consistent with Utah Code 17C-5-108(8). Participation agreements between the Agency and developers or landowners will be formalized through written contracts that clearly define responsibilities, timelines, and performance expectations.

Public-Private Partnership Structure

The Agency will deploy Tax Increment Financing strategically to fund or reimburse qualifying costs including grading, fill, public infrastructure, and other purposes authorized under the Community Reinvestment Agency Act. This targeted approach leverages private investment while minimizing taxpayer burden. The CRA has been established specifically to facilitate market-driven development, with current efforts focused on attracting a national retail anchor that will generate substantial economic activity.

Fiscal Responsibility

The Project is projected to generate over \$200,000 in annual sales tax revenue, demonstrating meaningful economic return on public investment.

(9) Reasons for Selecting the Community Reinvestment Project Area

This Project Area was identified through objective analysis demonstrating significant growth potential and market demand for expanded commercial and retail capacity. The Area's selection reflects sound fiscal planning: targeted infrastructure improvements will unlock private investment, creating conditions for sustainable economic expansion without artificially subsidizing development that would not otherwise occur.

The anticipated outcomes align with conservative fiscal principles—increased property values, enhanced real property tax revenue, transient room tax generation, and retail sales and use tax growth driven by legitimate market activity rather than government intervention. These revenue increases will benefit the broader tax base while reducing the per-capita burden on existing residents and businesses.

Boundary Methodology

Project Area boundaries were established using clear, objective criteria in compliance with Utah Code §17C-5-105(9). Boundaries encompass parcels currently zoned for commercial use. This approach ensures that the CRA boundaries align with established planning documents approved through proper public processes, providing predictability for property owners and limiting arbitrary government expansion into areas not already identified for commercial growth.

By constraining boundaries to commercially zoned areas, the Agency respects existing property rights, honors long-term community planning, and focuses taxpayer resources where they are most likely to generate maximum economic return, consistent with market-supported land use patterns.

(10) Physical, Social, and Economic Conditions Existing in the Community Reinvestment Area

Economic Conditions: The Area contains approximately 14,500 residents with a median household income of \$73,750, based on 2022 American Community Survey data. Buildout projections anticipate adding an additional 14,600 residents to the Area.

Social Conditions: The Area demonstrates a stable residential character, with an estimated owner-occupancy rate of approximately 98%, significantly exceeding the citywide rate of

approximately 49%. This high ownership rate indicates strong community investment and long-term residency patterns.

Physical Conditions: The Area contains 3,664 housing units, of which 75% are single-family detached homes. The Area includes significant wetlands and lands located within the 100-year flood plains associated with the Provo River and Utah Lake. The proximity to these water bodies results in a high-water table throughout the Area. These physical conditions create development impediments, as any new development requires extensive flood mitigation efforts to elevate properties out of the flood plain and make them suitable for construction. The Wetlands in the area are, for the most part, south of Lakeview Parkway, with a few pockets on land currently used for agricultural production. There is one partial parcel south of Lakeview Parkway within the wetland area and within the 100-year floodplain. Any development of this site will have to go through federal regulations and wetland mitigation requirements.

(11) Financial Assistance the Agency Anticipates Offering a Participant

The Provo Redevelopment Agency may provide targeted financial assistance to encourage private sector investment and property improvements that directly benefit area residents. All financial assistance will be provided through market-based mechanisms, including property acquisition and disposition processes that return properties to the tax rolls under private ownership, and sales and use tax reimbursements derived solely from new economic activity generated by private development.

Financial assistance will be evaluated on an individual basis, considering demonstrated merit and anticipated return on investment. Each proposal requires full approval by the RDA Board following thorough review, and all agreements will be formalized through legally binding development and participation agreements designed to ensure accountability and protect taxpayer interests.

(12) Analysis of the Anticipated Public Benefit Resulting from Project Area Development, including Benefits to the Community's Economic Activity and Tax Base.

This analysis is based on the costs of development in the Project Area and on costs of comparable commercial development. In 2025, property valuations in the Project Area totaled \$3,091,100. In the next 20 years, incremental property values are projected to increase by \$158,827,012 for the Project Area. Additionally, the Project Area is anticipated to generate \$497,503,014 in taxable sales, based on a 3% growth rate, translating to \$1,220,590 in annual sales tax revenues per year for the City.

The site planned for the rerail anchor is currently vacant and, due to its low elevation relative to the water table, undevelopable without major improvements. As a result, the site currently generates \$0 in taxable sales and sales tax revenues. Once the commercial sites are

developed, we estimate that this site will generate \$199,000,000 annually. We believe that 33% of the sales will be new sales that Provo City would have otherwise lost to Orem and Springville. In other words, the site will generate \$65,564,000 worth of new sales to Provo annually, beginning at buildout and increasing annually due to population growth in the area and inflation.

Table: Development Assumptions and Assessed Value – 20 Years

| Development Type | Acre s | SqFt/Uni ts | Base Property Value | *Incremental Property Value | Estimated Annual Sales | Estimated annual Sales Tax Revenue |
|------------------|--------------|-------------|---------------------|-----------------------------|------------------------|------------------------------------|
| Retail | 46.84 | 419,947 | \$ 1,729,100 | \$ 131,712,012 | \$ 314,096,720 | \$ 1,646,527 |
| Residential | 12.5 | 150 | \$ 1,362,000 | \$ 24,196,851 | NA | NA |
| Hotel/Restaurant | 5.08 | 221,241 | \$ 3,700,000 | \$ 27,115,000 | \$ 28,550,000 | \$ 703,156 |
| Totals | 64.42 | | \$ 6,791,100 | \$183,023,863 | \$342,646,720 | \$2,349,683 |

(13) Rationale for the Use of Tax Increment and Projection of Project Area Development Without the Benefit of Tax Increment

Currently, taxing entities are collecting approximately \$31,402 annually in property taxes from the Project Area. None of the parcels within the Project Area contain any development, and there is currently no sales tax base. Based on the growth anticipated with the incentives outlined in this Plan, the taxing entities are projected to collect roughly \$1,582,121 per year in property tax revenue and approximately \$1,174,841 in annual sales tax revenue.

Table: Total collection over 20 year period

| Entity | Property Tax | Sales Tax | Total Incremental Revenues |
|---|--------------|--------------|----------------------------|
| Utah | \$2,055,221 | | \$2,055,221 |
| MultiCounty Assessing & Collecting Levy | \$47,283 | | \$47,283 |
| County Assessing and Collecting Levy | \$343,588 | | \$343,588 |
| Provo City School District | \$22,720,911 | | \$22,720,911 |
| Provo City | \$5,595,119 | \$18,419,401 | \$24,014,520 |
| Central Utah Water Conservancy | \$1,260,872 | | \$1,260,872 |

| | | | | | |
|---------------|--------------------|----------|--------------------|----------|---------------------|
| Totals | \$32,022,99 | 3 | \$18,419,40 | 1 | \$50,442,394 |
|---------------|--------------------|----------|--------------------|----------|---------------------|

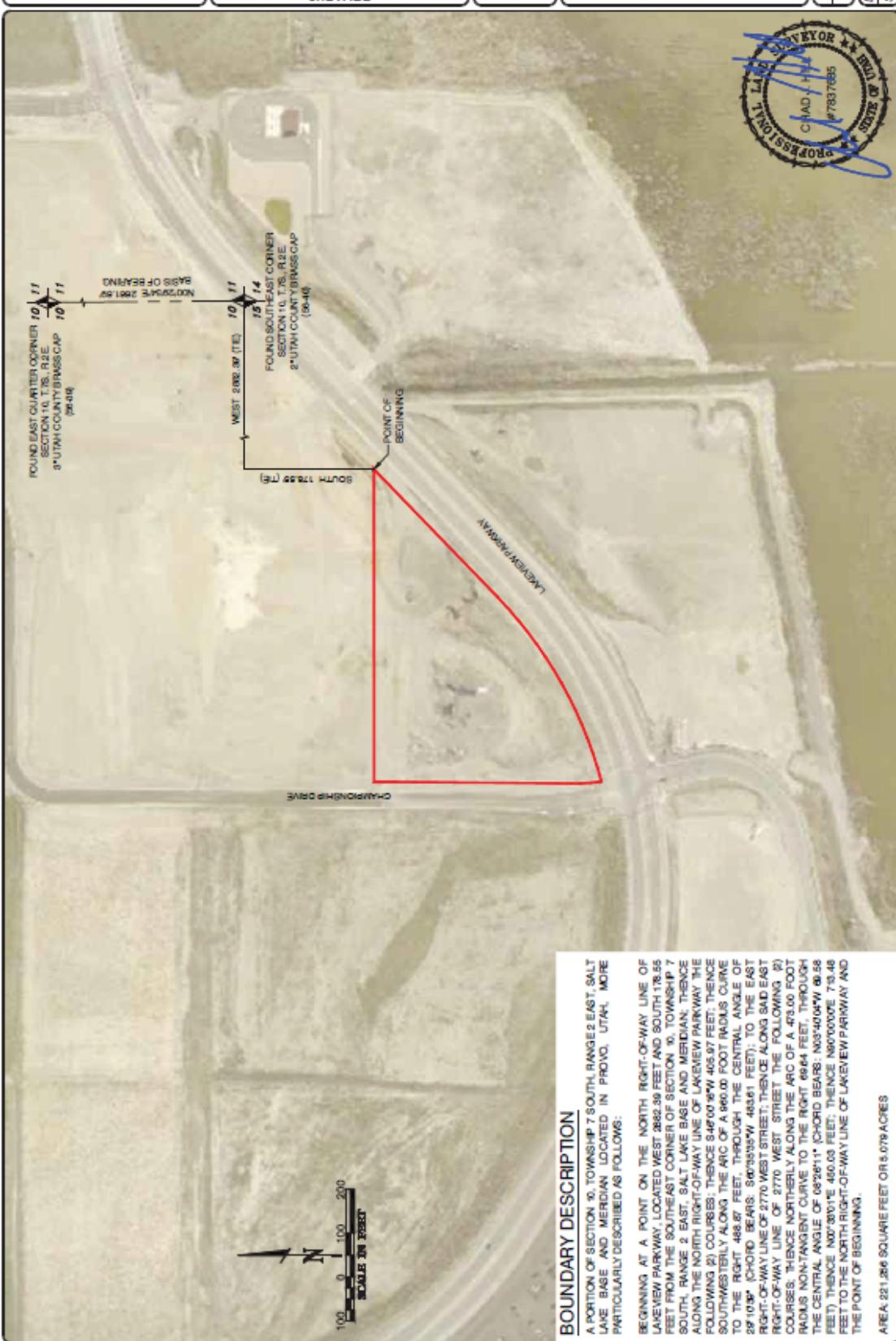
Incentives provided through the Provo City Redevelopment Agency make these increases in Property and Sales tax revenues possible.

(14) Compliance with Section 9-8a-404 as Required Under Section 17C-5-106 (Existing and Historic Buildings and Uses in a Community Reinvestment Project Area).

There are currently no buildings on parcels within the Project Plan Area.

DRAFT

Exhibit A



**PROVO MUNICIPAL COUNCIL
COUNCIL MEETING
STAFF REPORT**



Submitter: MMCNALLEY
Presenter: NA
Department: Development Services
Meeting Date: 2/10/2026
Requested Duration (Minutes): NA minutes
CityView or Issue File Number: 26-005

SUBJECT: 8 ***CANCELLED*** A resolution approving the redevelopment agency of Provo City to adopt a project area budget for the Lakeview Parkway Community Reinvestment Area (26-005)

ADMINISTRATIVE RECOMMENDATION: NA

ADMINISTRATIVE MEMO: NA

FISCAL IMPACT: NA

TIME SENSITIVITY:

COUNCIL STAFF MEMO: NA

PROVO MUNICIPAL COUNCIL

COUNCIL MEETING

STAFF REPORT



Submitter: MMCNALLEY
Presenter: Melissa McNalley, RDA Director
Department: Development Services
Meeting Date: 2/10/2026
Requested Duration (Minutes): 30 minutes
CityView or Issue File Number: 26-005

SUBJECT: 9 An ordinance approving the Lakeview Parkway Community Reinvestment Project Area Plan. (25-005)

ADMINISTRATIVE RECOMMENDATION: Recommend approval of the Project Area Plan and Budget.

ADMINISTRATIVE MEMO: This is the project area plan and budget prepared in conjunction with the Lakeview Parkway Community Reinvestment area.

FISCAL IMPACT: potential loss of sales tax revenue if not approved

TIME SENSITIVITY:

GOALS: compatible general plan and southwest area plan goals sited within the project area plan. Specifically around economic growth and support of the airport with hospitality options.

ORDINANCE <<Document Number>>

AN ORDINANCE APPROVING THE LAKEVIEW PARKWAY
COMMUNITY REINVESTMENT PROJECT AREA PLAN. (25-005)

RECITALS:

It is proposed that Provo Municipal Council approve the Lakeview Parkway Community Reinvestment Project Area Plan as outlined in Utah State Code Chapter 17C ;

Providing economic opportunity west of Interstate 15 is goal of Provo City. This project area plan seeks to outline areas to provide for future incentives to assist in economic development goals through balanced commercial, retail, and residential development in the Project Area;

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 Lakeview Parkway Community Reinvestment Area Project Area Plan is approved as shown in Exhibit A.

PART II:

- A. If a provision of this ordinance conflicts with a provision of a previously adopted ordinance, this ordinance prevails.
- B. This ordinance and its various sections, clauses, and paragraphs are severable. If any part, sentence, clause, or phrase is judicially determined to be unconstitutional or invalid, the remainder of the ordinance is not affected by that determination.

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

45
46 D. The Municipal Council directs that this ordinance remain uncodified.

Exhibit A

2025-1 Lakeview Parkway Community Reinvestment Project Area Plan

Introduction

The Provo Redevelopment Agency (RDA) has identified significant opportunities for strategic commercial and residential growth along Lakeview Parkway on the west side of Interstate 15 and has prepared the following Lakeview Parkway CRA Plan ("Plan"). This area presents substantial potential for generating personal and real property tax revenue, as well as sales tax growth, that will benefit the broader community.

The vision for this development centers on creating a vibrant commercial corridor that will serve west Provo residents with essential amenities including restaurants, hospitality services, fuel stations, and retail establishments. These commercial uses are designed to complement the growing residential population, reducing travel times for daily needs and enhancing overall quality of life for families and individuals living in the area.

This Plan has been prepared in compliance with Utah State Code and carefully considers the economic impacts of balanced commercial, retail, and residential development. This approach ensures both a meaningful return on investment for the community and taxing entities, while providing reasonable returns for the private development community willing to invest in this emerging area.

The current property encompassed by the Community Reinvestment Area ("CRA") is undeveloped with no internal infrastructure in place. Prior to development consideration, the property consisted of farming land and vacant parcels. The RDA has determined that establishing a CRA is in the best interest of Provo residents to grow personal and real property tax revenues, sales and use tax collections, and Moderate-Income Housing opportunities, while enabling additional public services and amenities that enhance residents' quality of life.

The purpose of this Plan is to evaluate the opportunity presented by the Lakeview Parkway Community Reinvestment Area by describing how the CRA will function, the mechanisms to be used for development incentives, and the anticipated return on investment for both the community and participating taxing entities.

This Plan follows Utah Code Annotated (UCA) Title 17C Chapters 1 and 5 (Utah Limited Purpose Local Government Entities – Community Reinvestment Agency Act). Requirements of the Act include

specific notice and hearing obligations. The Agency must demonstrate that these requirements have been met in order to complete the CRA establishment process.

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As described in Exhibit A, the Project Area is entirely located within the legal boundaries of Provo City. The Project Area encompasses approximately 63.75 acres of land. The Project Area encompasses the area identified, including without limitation, the three parcels outlined on the map attached hereto as Exhibit A (the “Project Area Map”). The three parcels are owned by three landowners. A legal description and map of the Project Area is attached as Exhibit A.

(2) Land Uses:

The Project Area is adjacent to Lakeview Parkway and is approximately 63.75 acres are currently zoned Freeway Commercial (FC3) and Shopping Center (SC2), respectively. The Provo City General Plan shows these areas as commercial and mixed use, which is in alignment with the Southwest Area Plan.

The entire project area is completely vacant land. The areas projected for development are zoned for commercial use and have not been used as agricultural in recent years.

Layout of Principal Streets:

Lakeview Parkway is the highest capacity road running south of the Project Area and provides a direct connection between Interstate 15 and the Provo Municipal Airport. 500 West is considered a minor arterial road and runs adjacent to a portion of the Project Area, ending at the connection to Lakeview Parkway.

Population In the Project Area:

As of the 2020 American Community Survey, there were 14,500 residents living in Southwest Provo. With the projected buildup of the area, the population is expected to grow by an additional 14,600 residents over the next 20 years.

Building Intensities:

Existing buildings in the area surrounding the Project Area are principally single-family homes. The buildings to the far west of the Project Area are large buildings for manufacturing and industrial purposes to support the Provo Airport. The Project Area already zoned for commercial use is anticipated to bring commercial buildings to support the residents in the surrounding neighborhoods as well as the whole of Provo.

(3) Standards guiding Project Area development:

Goals and strategies in the Provo City General Plan, as well as the Southwest Area Plan, will guide development in and around the Project Area. These plans specifically address the needs for additional retail and restaurant spaces, and hospitality to support the airport and the Epic Sports Park.

(4) Furthering the purposes of this title:

Reasons for Selection and Plan Purposes

This Community Reinvestment Project Area Plan has been selected to address the need for economic development and diversification along Lakeview Parkway west of Interstate 15. Through the implementation of this plan, private investment may be leveraged with tax increment and sales tax increment financing to enhance neighborhood livability and provide economic opportunity.

The purposes this Plan is intended to achieve include:

1. Enhance employment and income opportunities for Project Area residents through commercial growth and business development.
2. Increase the diversity and stability of the tax base, thereby generating additional resources for public services within and around the Project Area.
3. Encourage the efficient development and productive use of currently undeveloped or underutilized land within the Project Area boundaries.

4. Facilitate and support appropriate private development efforts that align with community goals and enhance the overall economic vitality of the area.
5. Provide opportunities for diverse commercial services and retail options that serve residents in this rapidly growing area of Provo.

(5) Alignment with Provo City General Plan 2023

1. Land Use Designation Alignment

The CRA Plan's commercial and mixed-use zoning (FC3 and SC2) directly corresponds with the General Plan Map (Appendix D) identification of these parcels as commercial and mixed use in accordance with [Utah Code Section 17C-5-110](#).

Redevelopment of vacant land aligns with the General Plan's emphasis on efficient land use and infill development.

2. Economic Development Chapter Alignment

West-Side Development Priority:

The General Plan specifically states: "West Provo has land along Center Street, along Lakeview Parkway, and near the airport that would be well suited for a variety of businesses from manufacturing to tourism to mixed use"

<https://www.provo.gov/DocumentCenter/View/919/General-Plan-2023-PDF>.

The CRA directly targets the Lakeview Parkway corridor mentioned as a priority development area.

Economic Development Goals:

Strategy 2b: "Encourage economic development and business opportunities at and around the airport" - The CRA Plan specifically addresses hospitality services to support the Provo Municipal Airport.

Strategy 1b: "Attract technology related business and other outside employers to Provo"- The CRA creates infrastructure for diverse business attractions.

Strategy 1c: "Increase commercial and light industrial space such as maker spaces and innovation centers"- The CRA enables commercial development in an underdeveloped area.

Tax Base Diversification:

The General Plan emphasizes attracting "employers from all sectors" to make "our local economy strong and resilient".

The CRA Plan's Purpose #2 -- increasing diversity and stability of the tax base -- directly supports this goal.

3. Airport Master Plan Integration

The General Plan states: "The Provo Airport is a major player for the future economic growth of the city" and calls for maximizing "economic and other benefits associated with this highly important city asset".

The CRA Plan addresses hospitality and commercial services to support the airport's expansion, directly implementing this priority.

4. Employment and Quality of Life

The General Plan's commitment is "a resilient and vibrant economy that supports good jobs and a high quality of life for all residents".

The CRA Plan's Purpose #1 (enhancing employment and income opportunities) directly fulfills this commitment.

Reducing travel times for daily needs through local commercial development enhances the quality of life for west-side residents.

5. Infrastructure Investment

Top Economic Development Strategy #3: "Develop policies and practices to support thriving economic centers, including infrastructure".

The CRA's use of tax increment financing to fund infrastructure for undeveloped land directly implements this strategy.

6. Employment Centers Strategy

The General Plan states "Provo should invest in employment centers throughout the city that allow for a mix of uses, including office, residential, and retail space".

The CRA Plan creates a mixed-use commercial corridor serving both residential neighborhoods and employment needs.

7. Southwest Area Plan Coordination

The CRA Plan explicitly references alignment with the Southwest Area Plan, which is listed in the General Plan as a coordinated planning document.

Both plans address retail and restaurant needs for the growing west-side population.

8. Tourism and Regional Assets

The General Plan mentions the regional sports facility, Epic Sports Park, "just east of Provo Airport".

The CRA Plan's hospitality and restaurant components support both the airport and Epic Sports Park's tourism needs.

9. Population Growth Support

With 14,500 current residents and an additional 14,600 new residents projected in Southwest Provo over 20 years, the commercial infrastructure proposed in the CRA is necessary to serve this growth.

The General Plan acknowledges Provo's "rapidly growing population" as an asset that requires appropriate development.

This Project Area Plan represents a direct implementation of multiple General Plan priorities, particularly those related to west-side economic development, airport support, infrastructure investment, and creating employment opportunities while enhancing the quality of life for residents.

(6) The elimination of a development impediment is not applicable in this plan.

(7) Specific Project Area development that is the object of this Community Reinvestment Project Area Plan:

Large-Scale Retail Offerings

This anchor development addresses multiple redevelopment objectives:

Economic Development & Job Creation: A larger retailer serves as a catalyst for economic revitalization, creating both construction jobs during development and permanent employment opportunities ranging from entry-level to management positions. The combined retail spaces amplify this effect by attracting complementary businesses that create additional employment opportunities.

Addressing Food Access: West Provo has historically faced challenges with food accessibility. A large-scale retailer providing abundant grocery options directly combats food desert conditions, providing residents with convenient access to fresh produce, healthy food options, and affordable groceries among other essential household needs. This improves public health outcomes and reduces the need for residents to travel significant distances for basic necessities.

Commercial Tax Base Enhancement: Retail developments generate sales tax revenue and increase property values, strengthening the City's tax base. This additional revenue can fund further public improvements and essential services throughout the area.

Community Gathering & Social Cohesion: Modern retail centers serve as community anchors where residents interact, fostering neighborhood identity and social connections.

Hotel Development

The hotel component serves strategic objectives:

Economic Diversification: Hotel development brings tourism and business travel revenue into west Provo, diversifying the local economy beyond residential and light industrial uses. This creates hospitality jobs at various skill levels and generates transient room tax revenue.

Supporting Business Activity: Hotel accommodations attract business travelers, conference attendees, and visitors, which support existing and future commercial enterprises in the area. This creates synergies with the retail and restaurant components.

Gateway Enhancement: Hotels often feature quality architecture and landscaping that improve the visual character of the area, particularly important for corridors serving as gateways to Provo.

Regional Connectivity: By providing lodging options on the west side, the development reduces the concentration of tourist impacts on other parts of the city and provides convenient access for visitors to regional attractions.

Fuel Station and Restaurant Space

These service-oriented businesses fulfill complementary objectives:

Convenience & Service Gap Closure: Fuel stations and restaurants address daily needs of residents and travelers, reducing service gaps that may have contributed to the area's designation as needing redevelopment.

Traffic & Economic Activity Generation: These uses create steady traffic flow that supports adjacent retail businesses, creating a mutually reinforcing commercial ecosystem.

Travel Corridor Development: Fuel and food services are essential for developing viable commercial corridors, particularly along routes connecting residential areas to employment centers or highways.

Extended Hours Activity: Restaurants and fuel stations typically operate beyond standard retail hours, increasing activation of the area and enhancing safety through extended presence.

Infrastructure Improvements: Storm and Sewer Lines

These critical improvements address fundamental redevelopment prerequisites:

Removing Development Barriers: Inadequate or aging infrastructure often prevents private investment. New storm and sewer systems remove these barriers, making development financially feasible and environmentally compliant.

Environmental Protection: Modern stormwater management systems protect water quality in the Provo River and Utah Lake by controlling runoff, filtering pollutants, and preventing flooding. This addresses environmental remediation objectives.

Public Health & Safety: Updated sewer infrastructure prevents sanitary issues, protects groundwater, and ensures adequate capacity for increased density, directly serving public health objectives.

Long-Term Sustainability: Infrastructure investments reduce future maintenance burdens and support sustainable growth patterns, allowing the area to accommodate development for decades.

Capacity for Future Growth: Properly sized systems accommodate not just current development but create capacity for future projects, maximizing public investment efficiency.

Road Improvements

Transportation infrastructure enhancements serve multiple critical objectives:

Safety Enhancement: Road improvements, including proper lighting, signage, sidewalks, and traffic-calming measures, reduce accidents and improve pedestrian and cyclist safety.

Accessibility & Connectivity: Improved roads enhance connectivity between west Provo and key destinations, such as employment centers, schools, healthcare facilities, and other essential services. This investment helps reduce isolation that may characterize under-resourced areas.

Traffic Management: Upgrades accommodate increased traffic from new development without creating congestion, ensuring that new growth doesn't degrade quality of life.

Multi-Modal Transportation: Modern road improvements typically include bicycle lanes, sidewalks, and transit-ready design, supporting alternative transportation modes and reducing car dependency.

Property Value Enhancement: Transportation improvements increase adjacent property values, creating positive spillover effects beyond the immediate Project Area.

Alignment with Section 4 Objectives

The commitment that future development will align with Section 4 objectives ensures:

Comprehensive Planning: This provision maintains consistency between individual projects and the broader community vision, preventing piecemeal development that might undermine redevelopment goals.

Flexibility with Accountability: While allowing adaptability to market conditions and emerging opportunities, this requirement ensures all development serves the community's stated priorities.

Incremental Value Creation: Each future project builds upon previous investments, creating cumulative positive impacts rather than isolated developments.

Community Benefit Focus: By tying all development to established objectives (which typically include affordable housing, living-wage jobs, environmental quality, etc.), this requirement ensures private development serves public purposes that justify the CRA designation.

Synergistic Effects

The true power of this development plan lies in how components reinforce each other:

- Infrastructure makes commercial development viable
- Large-scale retailers create employment and shopping opportunities
- Hotels bring outside revenue that supports local businesses
- Improved roads enhance access to all facilities
- Combined, these elements transform the area's identity. This integrated approach addresses the economic and social, infrastructure, and environmental objectives, creating lasting positive changes for Provo residents.

(8) Participant Selection:

Participants in this Community Reinvestment Area (CRA) will be selected based on their commitment to development plans that advance both this Project Area Plan and the objectives for West Provo as outlined in the Provo City General Plan. The City and Redevelopment Agency reserve the right to actively recruit specific developers whose expertise and track record demonstrate capability to achieve the Plan's objectives efficiently and effectively.

All proposed development within this CRA Plan Area must conform to this plan and receive approval from both the City and the Provo Redevelopment Agency Board, consistent with Utah Code 17C-5-108(8). Participation agreements between the Agency and developers or landowners will be formalized through written contracts that clearly define responsibilities, timelines, and performance expectations.

Public-Private Partnership Structure

The Agency will deploy Tax Increment Financing strategically to fund or reimburse qualifying costs including grading, fill, public infrastructure, and other purposes authorized under the Community Reinvestment Agency Act. This targeted approach leverages private investment while minimizing taxpayer burden. The CRA has been established specifically to facilitate market-driven development, with current efforts focused on attracting a national retail anchor that will generate substantial economic activity.

Fiscal Responsibility

The Project is projected to generate over \$200,000 in annual sales tax revenue, demonstrating meaningful economic return on public investment.

(9) Reasons for Selecting the Community Reinvestment Project Area

This Project Area was identified through objective analysis demonstrating significant growth potential and market demand for expanded commercial and retail capacity. The Area's selection reflects sound fiscal planning: targeted infrastructure improvements will unlock private investment, creating conditions for sustainable economic expansion without artificially subsidizing development that would not otherwise occur.

The anticipated outcomes align with conservative fiscal principles—increased property values, enhanced real property tax revenue, transient room tax generation, and retail sales and use tax growth driven by legitimate market activity rather than government intervention. These revenue increases will benefit the broader tax base while reducing the per-capita burden on existing residents and businesses.

Boundary Methodology

Project Area boundaries were established using clear, objective criteria in compliance with Utah Code §17C-5-105(9). Boundaries encompass parcels currently zoned for commercial use. This approach ensures that the CRA boundaries align with established planning documents approved through proper public processes, providing predictability for property owners and limiting arbitrary government expansion into areas not already identified for commercial growth.

By constraining boundaries to commercially zoned areas, the Agency respects existing property rights, honors long-term community planning, and focuses taxpayer resources where they are most likely to generate maximum economic return, consistent with market-supported land use patterns.

(10) Physical, Social, and Economic Conditions Existing in the Community Reinvestment Area

Economic Conditions: The Area contains approximately 14,500 residents with a median household income of \$73,750, based on 2022 American Community Survey data. Buildout projections anticipate adding an additional 14,600 residents to the Area.

Social Conditions: The Area demonstrates a stable residential character, with an estimated owner-occupancy rate of approximately 98%, significantly exceeding the citywide rate of

approximately 49%. This high ownership rate indicates strong community investment and long-term residency patterns.

Physical Conditions: The Area contains 3,664 housing units, of which 75% are single-family detached homes. The Area includes significant wetlands and lands located within the 100-year flood plains associated with the Provo River and Utah Lake. The proximity to these water bodies results in a high-water table throughout the Area. These physical conditions create development impediments, as any new development requires extensive flood mitigation efforts to elevate properties out of the flood plain and make them suitable for construction. The Wetlands in the area are, for the most part, south of Lakeview Parkway, with a few pockets on land currently used for agricultural production. There is one partial parcel south of Lakeview Parkway within the wetland area and within the 100-year floodplain. Any development of this site will have to go through federal regulations and wetland mitigation requirements.

(11) Financial Assistance the Agency Anticipates Offering a Participant

The Provo Redevelopment Agency may provide targeted financial assistance to encourage private sector investment and property improvements that directly benefit area residents. All financial assistance will be provided through market-based mechanisms, including property acquisition and disposition processes that return properties to the tax rolls under private ownership, and sales and use tax reimbursements derived solely from new economic activity generated by private development.

Financial assistance will be evaluated on an individual basis, considering demonstrated merit and anticipated return on investment. Each proposal requires full approval by the RDA Board following thorough review, and all agreements will be formalized through legally binding development and participation agreements designed to ensure accountability and protect taxpayer interests.

(12) Analysis of the Anticipated Public Benefit Resulting from Project Area Development, including Benefits to the Community's Economic Activity and Tax Base.

This analysis is based on the costs of development in the Project Area and on costs of comparable commercial development. In 2025, property valuations in the Project Area totaled \$3,091,100. In the next 20 years, incremental property values are projected to increase by \$158,827,012 for the Project Area. Additionally, the Project Area is anticipated to generate \$497,503,014 in taxable sales, based on a 3% growth rate, translating to \$1,220,590 in annual sales tax revenues per year for the City.

The site planned for the rerail anchor is currently vacant and, due to its low elevation relative to the water table, undevelopable without major improvements. As a result, the site currently generates \$0 in taxable sales and sales tax revenues. Once the commercial sites are

developed, we estimate that this site will generate \$199,000,000 annually. We believe that 33% of the sales will be new sales that Provo City would have otherwise lost to Orem and Springville. In other words, the site will generate \$65,564,000 worth of new sales to Provo annually, beginning at buildout and increasing annually due to population growth in the area and inflation.

Table: Development Assumptions and Assessed Value – 20 Years

| Development Type | Acre s | SqFt/Uni ts | Base Property Value | *Incremental Property Value | Estimated Annual Sales | Estimated annual Sales Tax Revenue |
|------------------|--------------|-------------|---------------------|-----------------------------|------------------------|------------------------------------|
| Retail | 46.84 | 419,947 | \$ 1,729,100 | \$ 131,712,012 | \$ 314,096,720 | \$ 1,646,527 |
| Residential | 12.5 | 150 | \$ 1,362,000 | \$ 24,196,851 | NA | NA |
| Hotel/Restaurant | 5.08 | 221,241 | \$ 3,700,000 | \$ 27,115,000 | \$ 28,550,000 | \$ 703,156 |
| Totals | 64.42 | | \$ 6,791,100 | \$183,023,863 | \$342,646,720 | \$2,349,683 |

(13) Rationale for the Use of Tax Increment and Projection of Project Area Development Without the Benefit of Tax Increment

Currently, taxing entities are collecting approximately \$31,402 annually in property taxes from the Project Area. None of the parcels within the Project Area contain any development, and there is currently no sales tax base. Based on the growth anticipated with the incentives outlined in this Plan, the taxing entities are projected to collect roughly \$1,582,121 per year in property tax revenue and approximately \$1,174,841 in annual sales tax revenue.

Table: Total collection over 20 year period

| Entity | Property Tax | Sales Tax | Total Incremental Revenues |
|---|--------------|--------------|----------------------------|
| Utah | \$2,055,221 | | \$2,055,221 |
| MultiCounty Assessing & Collecting Levy | \$47,283 | | \$47,283 |
| County Assessing and Collecting Levy | \$343,588 | | \$343,588 |
| Provo City School District | \$22,720,911 | | \$22,720,911 |
| Provo City | \$5,595,119 | \$18,419,401 | \$24,014,520 |
| Central Utah Water Conservancy | \$1,260,872 | | \$1,260,872 |

| | | | | | |
|---------------|--------------------|----------|--------------------|----------|---------------------|
| Totals | \$32,022,99 | 3 | \$18,419,40 | 1 | \$50,442,394 |
|---------------|--------------------|----------|--------------------|----------|---------------------|

Incentives provided through the Provo City Redevelopment Agency make these increases in Property and Sales tax revenues possible.

(14) Compliance with Section 9-8a-404 as Required Under Section 17C-5-106 (Existing and Historic Buildings and Uses in a Community Reinvestment Project Area).

There are currently no buildings on parcels within the Project Plan Area.

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Exhibit A

