



CITY OF OREM  
CITY COUNCIL MEETING  
56 North State Street, Orem, Utah  
August 13, 2024

*This meeting may be held electronically  
to allow a Councilmember to participate.*

3:30 P.M. WORK SESSION - CITY COUNCIL CHAMBERS

**1 TOUR - Canyon Park (60 min)**

Please meet in the Lobby of Building M at 3:30 PM. The tour will include Building M, the Hub, the Nest, and the Yard.

**2 PRESENTATION - Alpine Aqueduct Project Update (20 min)**

*Presenter: Macey Mortimer and Beau Mortimer*

**3 PRESENTATION - Station Area Plan (30 min)**

*Presenter: Grant Allen, Senior Planner and Consultant*

**4 INTRODUCTION - Lori Criman, Executive Assistant (5 min)**

1. AGENDA REVIEW & PREVIEW OF UPCOMING AGENDA ITEMS

The City Council will review the items on the agenda.

2. CITY COUNCIL REPORTS (BOARDS & COMMISSIONS, NEW BUSINESS, ETC.)

This is an opportunity for members of the City Council to raise issues of information or concern.

**2.1 David Spencer reports**

6:00 P.M. REGULAR SESSION - COUNCIL CHAMBERS

3. CALL TO ORDER

4. INVOCATION/INSPIRATIONAL THOUGHT: Caleb Duncan

5. PLEDGE OF ALLEGIANCE: Peter Duncan

6. MAYOR'S REPORT/ITEMS REFERRED BY COUNCIL

**6.1 PRESENTATION - MyHometown Update**

*Presenter: Jennica Jones, Strategy and Innovation Division Manager, the Barrys, Orem City MyHometown Chairs and the Riries, Geneva Heights MHT Executive Directors*

**6.2 PRESENTATION - Citizen's Budget**

*Presenter: Jennica Jones, Strategy and Innovation Division Manager and Trevor Bell, Budget Division Manager*

7. PERSONAL APPEARANCES – 15 MINUTES

Time has been set aside for the public to express their ideas, concerns, and comments on items not scheduled as public hearings on the Agenda. Those wishing to speak are encouraged to show respect for those who serve the city. Comments should focus on issues concerning the city. Those wishing to speak should have signed in before the beginning of the meeting. (Please limit your comments to 3 minutes or less.)

8. CONSENT ITEMS

**8.1 APPROVAL OF MEETING MINUTES**

July 9, 2024

**8.2 APPOINTMENT - Metropolitan Water District of Orem**

Dave Faux

9. SCHEDULED ITEMS

**9.1 APPOINTMENT AND SWEARING IN - Taggart Bowen as City Engineer with advice and consent of City Council**

**9.2 RESOLUTION - Designation of Kindness Week**

*Presenter: D. Jacob Summers, Deputy Attorney and Jennica Jones, Strategy and Innovations Division Manager*

*Approve by resolution designating the first week of May to be Kindness Week.*

**9.3 RESOLUTION - Temporary Judge for Justice Court**

*Presenter: D. Jacob Summers, Deputy City Attorney*

*Approve by resolution the appointment of temporary judges to serve in Orem Justice Court*

**9.4 RESOLUTION – Approving as to Form the Orem Frontrunner Station Area Plan for Station Area Plan Certification**

*Presenter: Grant Allen, Senior Planner*

*Approve as to form the Orem Frontrunner station area plan for station area plan certification by resolution.*

10. COMMUNICATION ITEMS

**10.1 Monthly Financial Statement - May 2024**

11. CITY MANAGER INFORMATION ITEMS

This is an opportunity for the City Manager to provide information to the City Council. These items are for information and do not require action by the City Council.

12. ADJOURN

**THE PUBLIC IS INVITED TO PARTICIPATE IN ALL CITY COUNCIL MEETINGS.**

**If you need a special accommodation to participate in the City Council Meetings and Study Sessions, please call the City Recorder's Office at least 3 working days prior to the meeting.  
(Voice 801-229-7000)**

**This agenda is also available on the City's webpage at [orem.org](http://orem.org)**



**CITY OF OREM  
CITY COUNCIL  
MEETING  
AUGUST 13, 2024**

<b>REQUEST:</b>	APPROVAL OF MEETING MINUTES
<b>APPLICANT:</b>	
<b>NOTICES:</b>	
<b>SITE INFORMATION:</b>	
<b>PREPARED BY:</b>	

**REQUEST:**

**BACKGROUND:**

**RECOMMENDATION:**





**CITY OF OREM  
CITY COUNCIL  
MEETING  
AUGUST 13, 2024**

<b>REQUEST:</b>	APPOINTMENT - Metropolitan Water District of Orem
<b>APPLICANT:</b>	
<b>NOTICES:</b>	
<b>SITE INFORMATION:</b>	
<b>PREPARED BY:</b>	

**REQUEST:**

**BACKGROUND:**

**RECOMMENDATION:**



**CITY OF OREM  
CITY COUNCIL  
MEETING  
AUGUST 13, 2024**

<b>REQUEST:</b>	APPOINTMENT AND SWEARING IN - Taggart Bowen as City Engineer with advice and consent of City Council
<b>APPLICANT:</b>	
<b>NOTICES:</b>	
<b>SITE INFORMATION:</b>	
<b>PREPARED BY:</b>	

**REQUEST:**

**BACKGROUND:**

**RECOMMENDATION:**



**CITY OF OREM  
CITY COUNCIL  
MEETING  
AUGUST 13, 2024**

<b>REQUEST:</b>	RESOLUTION - Designation of Kindness Week
<b>APPLICANT:</b>	
<b>NOTICES:</b>	
<b>SITE INFORMATION:</b>	
<b>PREPARED BY:</b>	

**REQUEST:**

**BACKGROUND:**

**RECOMMENDATION:**

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION BY THE CITY OF OREM CITY  
COUNCIL DESIGNATING THE FIRST WEEK OF MAY  
TO BE KINDNESS WEEK.

WHEREAS, the City of Orem is committed to fostering a positive and inclusive community spirit; and

WHEREAS, recognizing the importance of kindness in promoting unity, compassion, and goodwill among residents; and

WHEREAS, kindness can be expressed in the simplest of actions, including: a smile, an expression of gratitude, or sending a thoughtful message; and

WHEREAS, these small acts of kindness can be powerful, become contagious, and spark another small act of kindness; and

WHEREAS, engaging in acts of kindness are beneficial to both the giver and the recipient, acts of kindness can promote positive behaviors from others, while providing a sense of purpose and satisfaction; and

WHEREAS, designating a specific week as the "Kindness Week" will provide an opportunity for community members to actively engage in acts of kindness, thereby contributing to the overall well-being of our City;

NOW, THEREFORE, BE IT RESOLVED by the City Council of Orem that:

**Section 1: Establishment of Kindness Week**

(a) The City of Orem hereby establishes the week surrounding the City of Orem's Birthday (May 5th) as the official yearly "Kindness Week."

(b) Kindness Week is intended to promote and celebrate acts of kindness, generosity, and compassion within the community.

**Section 2: Community Engagement**

(a) The City encourages residents, businesses, schools, and community organizations to actively participate in Kindness Week by organizing and engaging in activities that promote kindness and compassion.

**Section 3: Public Awareness**

(a) The City will promote awareness of Kindness Week through various communication channels, including but not limited to, social media, local news outlets, and the City's official website.

#### Section 4: Implementation

(a) The City Manager is hereby directed to take all necessary actions to implement the provisions of this resolution, including coordination with community stakeholders and the allocation of resources as deemed necessary.

#### Section 5: Annual Review

(a) The City Council shall conduct an annual review of the impact and success of Kindness Week and may, as deemed appropriate, make adjustments to future celebrations.

#### Section 6: Effective Date

(a) This resolution shall take effect immediately upon adoption.

PASSED AND APPROVED this \_\_\_\_\_ day of \_\_\_\_\_ 2024.

---

David A. Young, Mayor

ATTEST:

---

Teresa McKittrick, City Recorder

COUNCILMEMBER	AYE	NAY	ABSTAIN
Mayor David A. Young	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jenn Gale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Killpack	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jeff Lambson	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tom Macdonald	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LaNae Millett	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
David Spencer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



**CITY OF OREM  
CITY COUNCIL  
MEETING  
AUGUST 13, 2024**

<b>REQUEST:</b>	RESOLUTION - Temporary Judge for Justice Court
<b>APPLICANT:</b>	
<b>NOTICES:</b>	
<b>SITE INFORMATION:</b>	
<b>PREPARED BY:</b>	

**REQUEST:**

**BACKGROUND:**

**RECOMMENDATION:**

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION BY THE OREM CITY COUNCIL ADDRESSING  
THE APPOINTMENT OF TEMPORARY JUDGES TO SERVE IN  
THE OREM JUSTICE COURT

WHEREAS the City of Orem operates a municipal justice court with one full-time appointed judge; and

WHEREAS from time to time the Orem Justice Court requires the services of a temporary judge to preside in matters of conflict or when the appointed justice court judge is unavailable; and

WHEREAS Utah Code Section 78A-7-208 authorizes the Orem City Council as the governing body to appoint any justice court judge currently holding office within the judicial district or in an adjacent county to serve as a temporary justice court judge; and

WHEREAS the appointment of a senior judge to serve as a temporary justice court judge is also permitted pursuant to Utah Code of Judicial Administration Rule 11-203; and

WHEREAS the City previously adopted a Resolution on March 13, 2018, in which judges from other jurisdictions were individually named as appointees to serve as temporary judges in the Orem Justice Court; and

WHEREAS it is desirable to have maximum flexibility in dealing with any conflict or absence of the regular judge to meet the continual demands of the court; and

WHEREAS City staff recommends the appointment of all sitting justice court judges and approved senior judges within the Fourth Judicial District of Utah and adjacent counties to serve as temporary justice court judges in the Orem Justice Court; and

WHEREAS the Orem City Council has determined that it is in the best interest of the City of Orem to address the appointment of temporary judges in the Orem Justice Court.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY  
OF OREM, as follows:

1. The Orem City Council hereby appoints all sitting Justice Court Judges and approved Senior Judges within the Fourth Judicial District of Utah and adjacent counties to serve as temporary justice court judges in the Orem Justice Court when the need arises.
2. All acts, orders, policies and resolutions, and parts thereof, in conflict with this Resolution are hereby rescinded.
3. This Resolution shall become effective immediately upon passage.

PASSED AND APPROVED this \_\_\_\_ day of \_\_\_\_\_ 2024.

---

David A. Young, Mayor

ATTEST:

---

Teresa McKittrick, City Recorder

COUNCILMEMBER	AYE	NAY	ABSTAIN
Mayor David A. Young	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jenn Gale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Killpack	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jeff Lambson	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tom Macdonald	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LaNae Millett	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
David Spencer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>





**CITY OF OREM  
CITY COUNCIL  
MEETING  
AUGUST 13, 2024**

<b>REQUEST:</b>	RESOLUTION – Approving as to Form the Orem Frontrunner Station Area Plan for Station Area Plan Certification
<b>APPLICANT:</b>	
<b>NOTICES:</b>	
<b>SITE INFORMATION:</b>	
<b>PREPARED BY:</b>	

**REQUEST:**

**BACKGROUND:**

**RECOMMENDATION:**

CITY OF OREM		CITY COUNCIL MEETING AUGUST 13, 2024	
REQUEST:	6:00 P.M. SCHEDULED ITEM APPROVAL AS TO FORM RESOLUTION – STATION AREA PLAN Considering Approval As To Form Resolution of the Orem Frontrunner Station Area Plan.		
APPLICANT:	Orem Development Services		
FISCAL IMPACT:	None		

**NOTICES:**

N/A

**SITE INFORMATION:**

N/A

**PREPARED BY:**  
Grant Allen, AICP  
Senior Planner

**REQUEST:** The City of Orem requests the City Council approve the Approval As To Form Resolution of the Orem Frontrunner Station Area Plan to begin Station Area Plan Certification and Adoption.

**BACKGROUND:** In accordance with Utah Code Annotated (UCA) 10-9a-403.1, the City has completed a planning process for the Orem Frontrunner Station Area Plan (SAP). This planning process began with a consultant hired through technical assistance and included a robust engagement process including forming a Stakeholder Committee made up of representatives from Commissions from the City, Utah Valley University (UVU), Utah Transit Authority (UTA), Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT), Mountainland Technical College, Utah Lake Commission, the Utah Valley Chamber, Union Pacific, and the LDS Church. Staff and consultant have coordinated closely with UVU and UTA as key stakeholders in the immediate station area for the Orem Frontrunner Station Area Plan.

Staff and consultant team have completed all of the stakeholder meeting and public meeting outreach and engagement, which included four public meetings and multiple stakeholder meetings. Staff and consultant, with direction from the Orem City Council have prepared the current station area plan draft for submission to the Mountainland Association of Governments for station area plan certification.

The draft plan will be reviewed by Mountainland Association of Governments SAP Policy Committee for compliance with meeting the requirements for Station Area Plans (UCA 10-9a-403.1). If found compliant MAG will issue conditional certification. The Orem Frontrunner Station Area Plan will come back to City Council for Final Adoption in the Orem General Plan. Mountainland Association of Governments will then issue final SAP certification.

**RECOMMENDATION:** Staff recommends the City Council approve the Approval As To Form Resolution for the Orem Frontrunner Station Area Plan.





# Orem FrontRunner Station Area Plan

July 2024 (July 29, 2024 Draft)



# Acknowledgments

Thank you to everyone who participated in imagine orem station by attending a meeting, taking a survey, spreading the word, or in any other way to make orem city's future brighter.

## Orem SAP Committee

Bob Allen  
Steve Anderson  
Morgan Brim  
Becky Buxton  
Mike Carpenter  
Sean Clark  
Marlan Coe  
Paul Drake  
Eric Ellis  
Michael Frost  
Stacy Hamm  
Darren Hawkins  
Shane Kaopua  
Helena Kleinlein  
Tom Macdonald  
Shauna Mecham  
Sunday Meservy  
Kirt Michaelis  
Gary Morley  
Linda Parkinson  
Briam Perez  
Terry Peterson  
Eric Rasband  
Laura Redford  
David Rowley  
Jason Sokolewicz

Dave Spencer  
Rachel Stevens  
Brent Tobler

## Mayor

David Young, Orem City Mayor

## City Council

Jenn Gale  
Chris Killpack  
Jeff Lambson  
Tom MacDonald  
LaNae Millett  
David Spencer

## Planning Commission

Mike Carpenter  
Jerry Crismon  
Jim Hawkes  
Helena Klienlien  
Madeline Komen  
Murray Low  
Haysam Sakar

## City Staff

Brenn Bybee, City Manager  
Ryan Clark, Assistant City Manager  
Jason Bench, Associate Development Services Director  
Grant Allen, Senior Planner  
Matt Taylor, Senior Planner  
Cheryl Vargas, Associate Planner  
Makayla Wagstaff, Associate Planner

## Consultants

Christie Oostema, People + Place  
John Janson, Planning Solutions  
Jake Young, Citi Design  
Chase Mullen  
Zions Public Finance  
Fehr & Peers

*Photography: A special thank you to Jake Young for providing project photography and for contributing numerous photos from his collection to this document.*

*Funding: A special thank you to Mountainland Association of Governments (MAG) for providing grant funding for this project. In partnership with the Governor's Office of Economic Opportunity, MAG provides technical consultant services to local governments for the development of SAPs in accordance with HB 462.*

# OREM SAP i m a g i n e Station Area PLAN

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\* SAP Requirement

# OREM SAP imagine Executive Summary Station Area PLAN



## Introduction

Together we have imagined Orem Station, and we're excited about what the coming years could bring to our city. We envision our residents welcoming a grocery on the west side of our community, in the heart of a destination that invites lingering. We imagine enjoying lunch under an umbrella on a plaza while our children play at a splashpad. We can see students thriving in an on-campus community and as a part of the residential fabric of the station village. We imagine quality commuter services, so we can park our car or vehicle safely indoors, and then grab a snack before heading to work on the train. Or maybe we're enjoying dinner at a local restaurant before taking the train up to a Jazz game or the ballet. We imagine homes for our kids who are just starting out—perhaps an affordable apartment, or an opportunity to buy a condo. We imagine beautiful spaces indoors and out—we can envision celebrating a wedding or a birthday on a rooftop venue with views of the mountains, lake, and temple. We anticipate the simple pleasure of walking down a tree-lined street in the Station Area. These experiences help make for a life that is enjoyable, in part because of the quality of the places we create together.

This is our vision:

Orem Station is an urban neighborhood that supports Orem residents, UVU students, and commuters who are living, working, playing, learning, and traveling in the area. It's a friendly place to call home, an innovative educational and vocational hub, a launch pad for workdays and school days, and a place to gather and enjoy time with friends, family, classmates, and coworkers.





These principles will guide our efforts to realize our vision:

1. Focus growth in a Station Area village with a range of housing, amenities, and educational and employment opportunities.
2. Provide housing options to meet the needs of a variety of households, incomes, and life stages.
3. Provide safe and convenient transportation choices for driving, biking, walking, and transit.
4. Connect people to nature and engaging opportunities to be outside.
5. Encourage community with public gathering spaces and friendly streets with shops, restaurants, and entertainment.
6. Support long-term positive economic impact and opportunity for Orem and its citizens.

### Response to HB 462

This report details our response to HB 462, which requires Orem City to develop a Station Area plan. We've begun work on the Station Area in recent years, adding in new housing options and working with UDOT on the pedestrian bridge, for example, but the Orem SAP effort is an opportunity to continue that work and to add the sense of place and cohesion necessary to create an outstanding area for our City. As a City, we already absorb significant needs for multifamily housing, but this plan provides an opportunity to do so in the context of creating a place that we can all enjoy, in a setting that will yield economic benefit for the City and its residents.

We've developed a plan that responds to HB 462 together. With more than 225 people participating in public meetings and more than 950 survey responses, we've gone through an extensive public process to envision collectively what the station could become over time. We outline that process and the results in this report, as well as share information about related conditions, challenges, and opportunities. Finally, we include a five-year implementation plan that will get us started on achieving our vision. In five years, we can lay some meaningful groundwork for the phased, long-term process of realizing our vision.



## Statement of Consistency

The Orem Station Area Plan addresses the four state objectives, which have been tailored to address local needs.

1. Increase the availability and affordability of housing, including affordable and moderate-income housing and student housing.
  - a. The plan for the immediate Station Area encourages significant new housing, including affordable and moderate income housing with rental and ownership options.
  - b. The plan identifies a location for an on-campus student housing village.
2. Promote sustainable environmental conditions by increasing active transportation options and adding trees to the urban environment.
  - a. The plan emphasizes walking and biking as a primary means of accessing day-to-day needs to reduce vehicle miles traveled and improve air quality.
  - b. The plan includes cultivating an urban forest by implementing a street tree program, adding tree cover to parks and plazas, and adding trees on land between the train tracks and I-15. This forest could clean the air, provide an aesthetically beautiful environment, provide on-site water retention, and reduce noise pollution.
3. Enhance access to existing educational opportunities and day-to-day needs.
  - a. The plan improves access to opportunities by including on-site shopping (including groceries)

and dining options, public gathering areas, offices and workplaces, and housing all in the immediate Station Area. Further, convenient multimodal connections to the Station Area make these opportunities broadly accessible, including opportunities already present, like the educational opportunities provided by UVU.

4. Increase transportation choices and connections, especially active transportation options.
  - a. The plan envisions improving and expanding pedestrian and bicycle connections and, in the immediate Station Area, creating a more coherent street grid for multimodal use.





# OREM SAP *imagining* STATION AREA PLAN

## 1. Context

### Background and Purpose

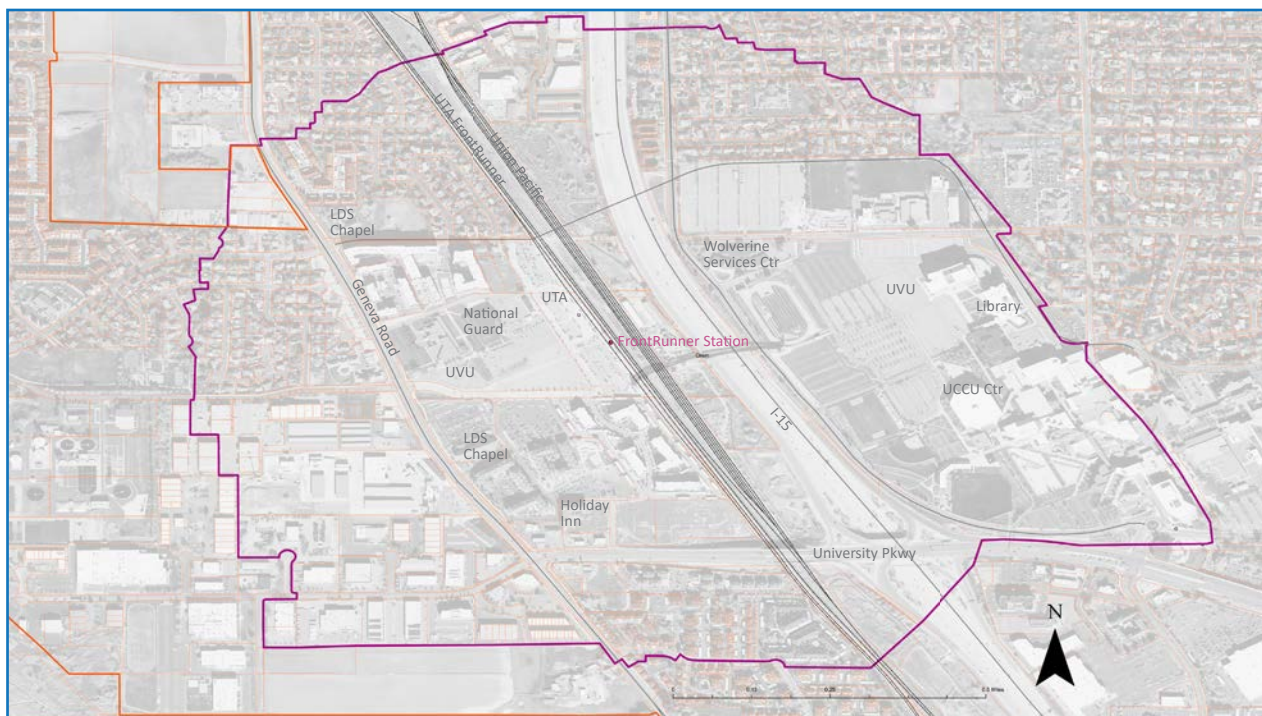
Under HB 462 (2022), all cities with a “fixed-guideway” public transit station (i.e., light rail, commuter rail, or bus-rapid transit) must develop a Station Area Plan (SAP) for applicable stations and update their general plan and zoning accordingly. Orem City’s FrontRunner Station Area is subject to these new state requirements.

Objectives outlined in HB 462 include:

1. Increase the availability and affordability of housing, including moderate income housing.
2. Promote sustainable environmental conditions.
3. Enhance access to opportunities (e.g., employment, education, recreation, and commerce).
4. Increase transportation choices and connections.

### The Study Area

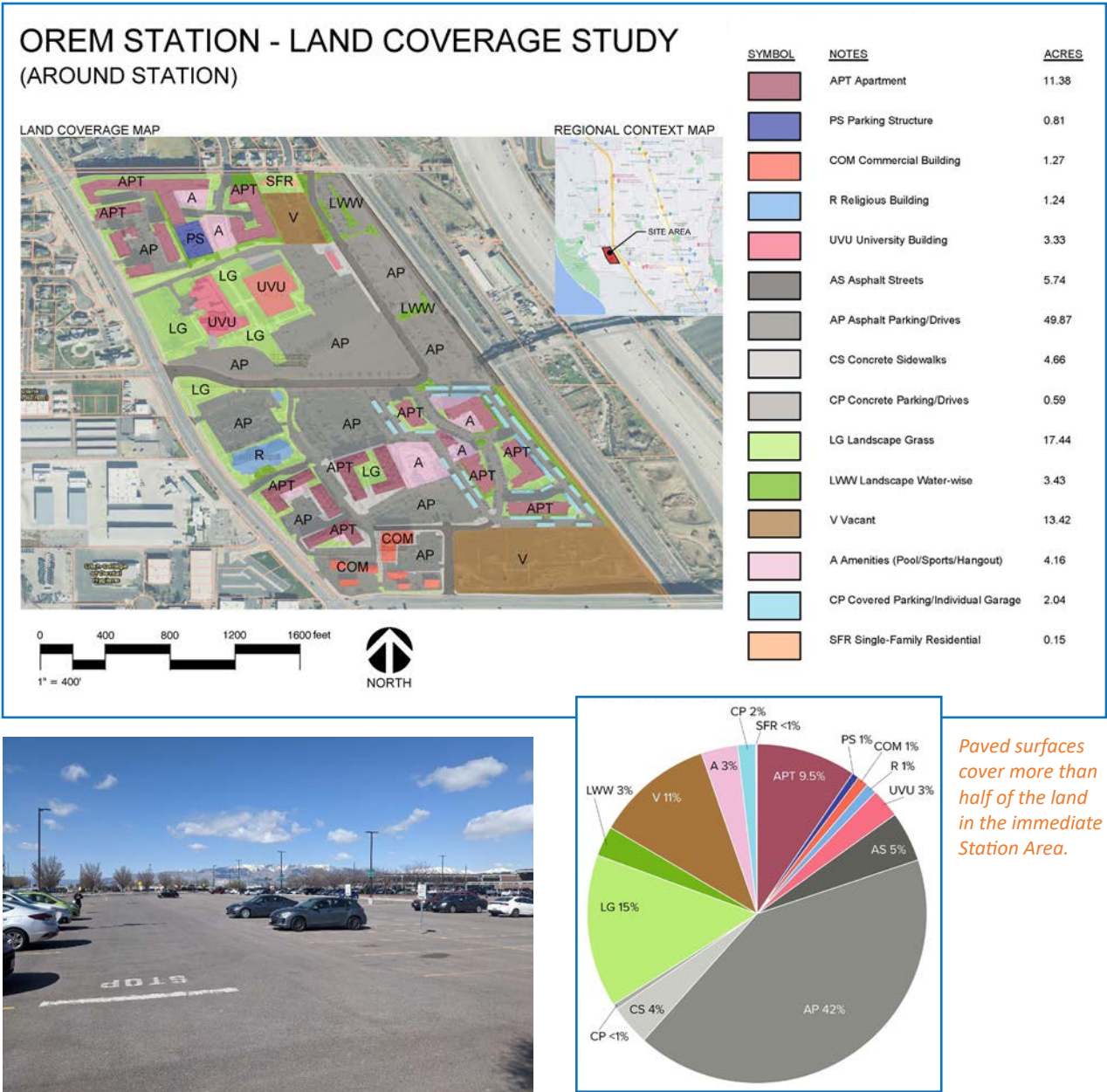
Orem’s Front Runner Station is located in the southwest of the city, in the Sunset Heights West neighborhood, and the study area includes parcels within one-half mile of the station. These parcels include existing residential neighborhoods, part of Orem Center Business Park, some newer commercial and multifamily development, Utah Transit Authority’s station and station-adjacent parking, and significant Utah Valley University buildings,



**STUDY AREA:** The study area includes parcels within one-half mile of Orem FrontRunner Station (purple boundary). At a glance, the most prominent features in Orem’s Station Area include the campus of Utah Valley University (UVU), Utah Transit Authority (UTA) and Union Pacific rail lines, and major roadways, including I-15, University Parkway, and Geneva Road. Note that a large parcel abutting the southwest edge of the study area and a parcel surrounded by residential development and abutting the northeast edge of the study area were considered in the planning process but were not considered for development in the vision as focus centered most on the immediate Station Area.

parking, and fields. In the immediate Station Area, more than half of the land area is used for parking and streets. Further, the area is bisected by major regional transportation routes, including I-15 and FrontRunner. Geneva Road and University Parkway also impact the area.

UTA and UVU surface parking lots near Orem Station





## Demographic Snapshot: Statewide and Local Conditions

According to Kem C. Gardner Policy Institute's long-term projections (<https://gardner.utah.edu/demographics/population-projections/long-term/>), Utah is expected to reach a population of nearly 5.5 million residents by 2060. Of that growth, more than 30% is expected in Utah County, where the population will double from its current 673,964 residents in 2020 to 1,338,222 residents by 2060. The County has grown steadily historically, and future growth is expected to be even more pronounced. Orem's population is expected to grow from a population of 98,128 residents in 2020 (<https://www.census.gov/quickfacts/fact/table/oremcityutah/PST045223>) to a population of 127,517 residents by 2050 (<https://mountainland.org/mag-population-projections/>). While much of Orem is built out, development and especially redevelopment pressure is high, particularly in areas with excellent transportation access and proximity to regional educational and employment centers. The Station Area is one of those areas.

According to Esri, which pulls recent data from the US Census and American Community Survey to create sub-area data sets, the 2022 population estimate in the Station Area is 5,105, or just over 5% of the City's overall population. While Orem is a young city in a young state, the population at the Station Area is even younger, with 78% of residents in Millennial or Generation Z age cohorts (born between 1981 and 2016) and with an average age of 23 years compared with Orem's average age of 28 years and the state's

average age of 31 years. Many in these age cohorts are students, and many are in prime family formation years.

The percentage of renters in Orem is higher than in many places at just over 40%, but it is even higher in the Station Area, with 79% of people renting housing. Per capita income in the Station Area is \$20,886 compared to \$30,741 in Orem overall, and median net worth is also much lower, at \$23,886 versus \$120,596 citywide.

There are 1,306 households in the study area, with 30,780 households in the city overall. While average household size is 3.1 in Orem, it is slightly lower in the Station Area, which averages 2.8 people per household. Median household income in the Station Area is only slightly less than the rest of the city, at \$70,574 and \$75,761 respectively. This suggests that many households in the study area include roommates, likely students, that obtain housing by pooling resources.

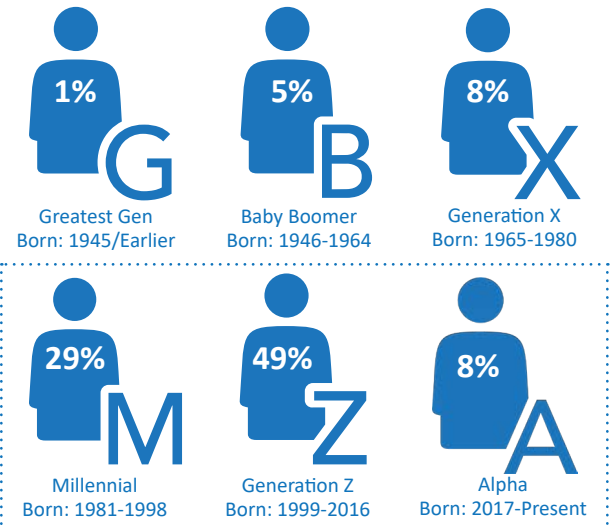
Station Area residents walk or take transit to work at roughly twice the rate of Orem residents overall, with 4.3% of Station Area residents walking versus 2.1% of Orem residents overall and 4.6% of Station Area residents taking transit versus 2.3% of Orem residents overall.

Utah Valley University brings tremendous economic energy to the area, with 5,403 employees and 43,099 students in Fall 2022 (<https://www.uvu.edu/peopleandculture/aboutus/index.html>). According to Esri, the study area also includes 125 of Orem's 3,432 businesses, with 1,350 of Orem's 40,499 employees.

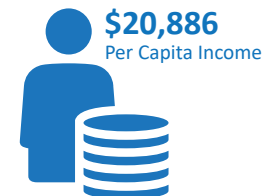
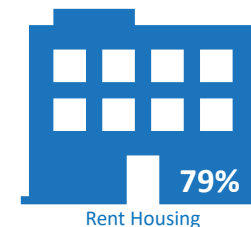
## Orem Station Area Demographics

Orem Station Area residents tend to be younger, rent at higher rates, and make less money than residents in other parts of Orem.

**5,105**  
Orem SAP  
Population



**86%:** Station Area residents born since 1981



## Housing

Like the rest of country, Utah has experienced a housing shortage since the Great Recession (2007-2009). While the US overall logged a shortage of 3.8 million units in 2019, Utah cited a shortage of 56,800 units in 2017. The State made significant progress between 2017 and 2022, during which time the shortage dropped to 28,400. Unfortunately, the shortage is likely to increase again, since recent housing permitting and construction has dropped due to rising labor and materials costs and increasing interest rates. (Data sources: <https://www.fanniemae.com/research-and-insights/perspectives/us-housing-shortage>; "State of the State's Housing Market, 2022-2024," <https://gardner.utah.edu/public-policy/housing-construction-and-real-estate/>)

In Utah County it is increasingly difficult to buy a home. According to Local Market Updates, produced by the Utah Association of Realtors, median home sales prices have risen sharply, with the 2022 median price reaching \$500,000, or \$320,000 more than a median priced home in 2012. Median incomes in the County have grown as well, but at a slower rate, rising from \$58,167 in 2012 to \$86,597 in 2021 (<https://fred.stlouisfed.org/series/MHIUT49049A052NCEN>). Today, a mortgage for a median-priced \$500,000 home is likely around \$3,900 per month, requiring household income of \$151,000 for it to be affordable (assumes 28% of annual income; mortgage assumes down payment of 5%, 6.9% annual interest rate, 30-year fixed mortgage). In contrast, those with the County's median income can afford a mortgage of \$2,000 (same assumptions as above), or \$1,900 less

than that needed to maintain a mortgage on a median priced home.

Orem City has adopted five strategies to address housing affordability (<https://orem.org/housing/>):

1. Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones.
2. Demonstrate implementation of any other program or strategy to address the housing needs of residents of the municipality who earn less than 80% of the area median income, including the dedication of a local funding source to moderate income housing or the adoption of a land use ordinance that requires 10% or more of new residential development in a residential zone be dedicated to moderate income housing.

3. Create a housing and transit reinvestment zone pursuant to the State Housing and Transit Reinvestment Zone Act.
4. Develop and adopt a Station Area plan in accordance with State Law.
5. Reduce, waive, or eliminate impact fees related to moderate income housing.

"I would love affordable housing and active transportation for my grandchildren."

Orem resident and survey respondent



## What is Affordable Housing in Utah County? It depends on your income...

Affordable housing is defined as 28% of gross annual household income.

	Household Income	Home Price	Annual Mortgage	Monthly Mortgage
Median Household Income	\$86,597	\$285,595	\$24,252	\$2,021
Moderate Income Household (80% Area Median Income)	\$69,278	\$228,478	\$19,397	\$1,616
Low Income Household (60% Area Median Income)	\$51,958	\$171,357	\$14,554	\$1,212

➤ Have you seen housing for these prices lately?

Assumptions: down payment 5%, 6.9% interest rate, 30-year fixed mortgage, annual maintenance costs not included

## Transportation

*Note: The Station Area planning process included a transportation study. Key findings are included here; the full report is included in the appendix.*

Transit ridership data shows that Orem FrontRunner Station is the fifth busiest statewide and second busiest in the Mountainland Association of Governments area, with only Provo Central Station surpassing Orem Station's boarding and alighting numbers. Orem's FrontRunner Station boarding and alighting numbers increased steadily until the Covid-19 pandemic hit in 2020. Since then, ridership has begun to increase but has not yet reached pre-pandemic levels.

The UVX bus rapid transit stop at Orem FrontRunner Station experiences high ridership numbers, topped only by University Place station. However, overall weekly bus ridership (UVX and other routes) is lower than pre-pandemic levels.

The pedestrian bridge over I-15 provides a key connection across the freeway, with an average of about 1,000 crossings per day.

Parking for apartment complexes in the area is an issue, prompting one complex to enter into a parking agreement allowing spillover parking to occur on UVU property. There are also ongoing concerns about overflow parking in neighborhoods to the north of this complex.

Crash history indicates concentration along high-speed arterial roads, namely University Parkway and Geneva

Road. Overall, excluding I-15, there have been 620 crashes in the study area in the last five years, with eight of those involving a pedestrian or a cyclist.

### Needs:

- Improved Active Transportation connections: The area lacks cohesive, integrated pedestrian and bicycle connections within and beyond the Station Area.
- Increased Vehicle Capacity: I-15 widening is planned near term.
- Transit Improvements: Doubletracking FrontRunner and a UVX extension to Vineyard are both planned before 2032.
- Safety Improvements: Plans are in place for improvements to the I-15/University Parkway interchange, the 1250 West/University Parkway intersection, and the 800 South/Geneva Road intersection.

### Major Constraints:

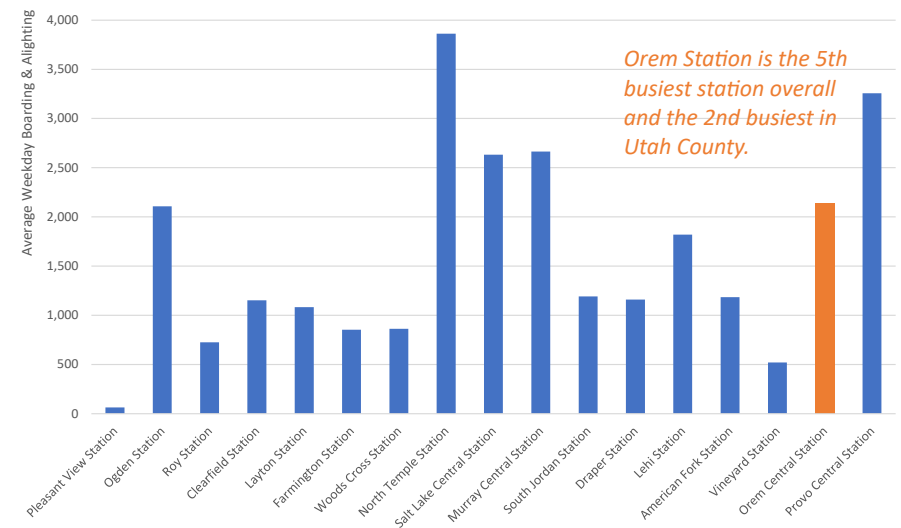
- Large, limited access transportation facilities (including I-15, Geneva Road, University Parkway, and train tracks) bisect the study area in both directions and limit local transportation access and connections.

- Retroactively fitting active transportation through existing development is more challenging than building it in the first place.

### Opportunities:

- Planned projects could improve connections. Long term projects include an additional bridge across I-15, a new BRT station on the north side of UVU, and the Lakeview Parkway extension, which includes connection to the statewide network of multiuse trails and Provo Airport.
- Partnership with UVU on a shared transportation vision could improve active transportation options.
- Underused surface parking provides opportunity for shared/stacked parking and adding in active transportation routes.

FrontRunner: Average Weekly Boarding and Alighting



FrontRunner Average Weekday Systemwide Boarding & Alighting (2017 - Jan 2023)

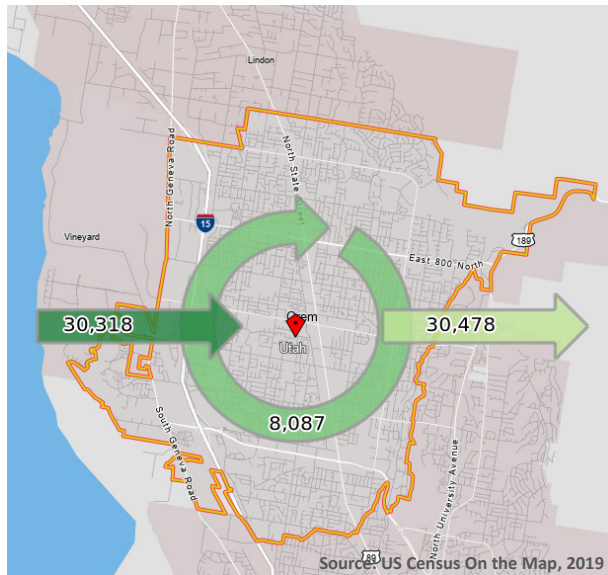
## Economics and Market

*Note: The Station Area planning process included a market study. Key findings are included here; the full report is included in the appendix.*

The Orem workforce is a mobile one, with 30,478 workers leaving the City for employment and only 8,087 remaining in the City to work. The City does, however attract nearly as many workers as it loses during day, with 30,318 workers entering the City for employment purposes. Unemployment is low, at 2.3%, and the workforce participation rate is 71.8%. Top industries include education and healthcare (26%), professional and management (15%), and retail trade (13%).

### Part of a Regional Economy: Orem's Mobile Workforce

Each day, more than 30,000 workers enter the City for work, more than 30,000 leave, and only about 8,000 remain in the City.



Significant employment growth is projected for central Utah County, with an increase of nearly 30,000 jobs by 2040. The Station Area includes UVU, an area of high employment growth.

Of the Station Area's 621.42 acres, 575.35 are developed, with 45.41 residential acres vacant and .66 commercial acres vacant.

### Constraints for the Development of Land within the Station Area Under Existing Conditions

- The lack of available land limits options for new development—92% of the land in the Station Area boundaries is currently developed.
- Redevelopment of lower intensity, lower cost or older development is often cost prohibitive.
- Regional competition for both retail and office may limit potential.
- Vineyard Station is planning a large development on a rehabilitated/vacant site, allowing for more cohesive development under a single developer, and it's approved for HTRZ, which will facilitate more intense development. The site is using an already established form-based code that provides a city center-like planning vision.
- Housing density is somewhat limited due to current market conditions. Market conditions currently support four-story wood frame construction with surface parking. Greater density with structured parking (podium and wrapped parking) would require incentives.
- The immediate Station Area has multiple property owners rather than a single large developer.

**Current Market Conditions**  
Current conditions support four-story wood frame construction with surface parking lots.



Stories	Type V – Surface Parked (Typical)
4	Wood Framing
3	Wood Framing
2	Wood Framing
1	Wood Framing

**Incentives Provide Options**  
Taller buildings, with interior parking rather than surface parking, is possible with incentives.



Stories	Type IIIA – Podium
7	Wood Framing
6	Wood Framing
5	Wood Framing
4	Wood Framing
3	Wood Framing
2	Concrete Podium
1	Concrete Podium

Stories	Type V – Wrap		
4	Wood		Wood
3	Wood	Enclosed Parking	Wood
2	Wood	Structure	Wood
1	Wood	Concrete	Wood



### Opportunities for the Development of Land within the Station Area Under Existing Conditions

- High average daily trip counts suggest possible retail development to capture additional sales tax.
- Office development, especially an anchor tenant wanting high visibility, is possible despite current market conditions.
- The Holiday Inn could help attract support retail (e.g. restaurants).
- Vacant land adjacent to the Holiday Inn could be a location for high density housing, small support retail, or office uses desiring high visibility from I-15.
- Vacancy at Orem Center Business Park allows for additional businesses to enter the City without additional land needing to be developed.
- Vacant land on the southwestern border of the Station Area boundary could provide additional office and industrial space.
- Utah Valley University is the largest single landowner and a regional draw. It could attract business, provide on-site housing, and its parking areas could be redeveloped.
- Current housing, both multifamily and single-family, provides support for retail and job creation/support.
- Redevelopment opportunities exist where there are lower improvement values per square foot.
- Overall industrial demand is high in Utah County, with 1.45% overall vacancy in 2022 and 3.2 million square feet absorbed in 2022.

### Opportunities for the Development of Land within the Station Area With Implementation of Codes, Incentives and Partnerships

- Incentive tools could facilitate development with greater height and make parking options beyond surface parking feasible (e.g. internal/wrapped garages, podium).
- Housing and Transit Reinvestment Zone (HTRZ) facilitates mixed-use, multifamily and affordable housing development within one-third mile of fixed commuter rail stations. It allows for tax increment (sales and property tax) to be captured to support development. It requires that housing be mixed use, average at least 50 units/acre, and have at least 10% affordable housing (defined as housing for those earning 80% or less of area median income).
- Community Reinvestment Area (CRA) expedites development or enhances development in an area, allowing for tax increment (property tax) to be captured to help support development and invest in area amenities and infrastructure. It requires that 10% of funds be set aside for affordable housing purposes.
- Orem could capture a higher percentage of low-performing sales tax categories. While the City currently captures 102% of expected sales tax overall, the Station Area could grow opportunities for lower performing categories, including such things as accommodation (hotel/hospitality) and arts, entertainment, and recreation.

### Orem City Sales Tax Leakage

The Station Area could grow opportunities for lower performing categories, including accommodation (hotel/hospitality) and arts, entertainment, and recreation.

Category	Leakage Amount	Percent Captured
General Merchandise Stores	\$141,485,801	145%
Motor Vehicle and Parts Dealers	\$88,200,811	125%
Furniture and Home Furnishings Stores	\$61,269,211	212%
Clothing and Clothing Accessories Stores	\$60,287,734	169%
Sporting Goods, Hobby, Book, and Music Stores	\$46,958,380	180%
Food Services and Drinking Places	\$21,389,281	109%
Food and Beverage Stores	\$15,799,024	107%
Health and Personal Care Stores	\$11,329,389	144%
Electronics and Appliance Stores	\$10,469,941	119%
Building Material and Garden Equipment and Supplies Dealers	\$4,308,343	102%
Other Services	(\$6,699,013)	91%
Arts, Entertainment, and Recreation	(\$19,977,386)	49%
Gasoline Stations	(\$26,472,814)	55%
Nonstore Retailers	(\$51,316,053)	79%
Accommodation	(\$73,844,082)	21%
Miscellaneous Store Retailers	(\$226,947,613)	28%
<b>Total</b>	<b>\$56,240,952</b>	<b>102%</b>

### Key Land Development Opportunities

- Key intersections can attract commercial development. For example, Maverick is locating at the intersection of Geneva Road and University Parkway.
- UVU is a regional draw and creates opportunities for housing and commercial uses to support the area.
- The area immediately surrounding Orem Station could allow for redevelopment to bring additional mixed use and commercial uses.
- Orem Business Center Park has potential for expansion, allowing for additional office or industrial users.



**Immediate Station Area:** The area immediately surrounding Orem Station could allow for redevelopment, to bring additional commercial and mixed uses.



# imagine

## 2. Public and Stakeholder Engagement



### Public and Stakeholder Engagement Process

The Orem Station Area planning process provided a grassroots up conversation about the future of the station, creating an opportunity for Orem residents and stakeholders to explore issues and goals surrounding the station's future and, in that context, imagine together the future Station Area they want to create. The process laid the foundation for the development of this Station Area Plan, which represents a road map to the future of the Station Area envisioned by the public. The public visioning process provided a forum to ask, "What do people want, and how will our city provide it?" before moving directly to implementation strategies, which are embodied in this plan. The vision and principles in the next chapter are the result of the Orem Station Area visioning and planning process.

### Vision and Planning Process Goals

1. Identify, honor and address public values and "big ideas" or issues.
2. Create a vision statement, principles, and plan map to guide area development and to be a standard to weigh current and future decisions against.

### A Public Stakeholder Process

The process included a stakeholder committee of residents, community leaders, and City partners—a diverse group of people with varied ideas but with a commitment to a public process and the greater good of Orem and the Station Area in particular. The stakeholder committee met regularly, ensuring the visioning process would:

1. Provide research and information to the public both in person and online;
2. Seek broad public input through events and online opportunities;
3. Build the vision and plan directly from public input;
4. Use transparent methods throughout, so the nexus between public input and the resulting vision is clear; and
5. Build momentum for implementation as residents, City leaders, and City partners have conversations together and build trust.

The stakeholder committee reviewed all feedback from the public and used it throughout the process as it worked alongside City staff and consultants to create options for further public consideration as well as the final vision, principles, and plan map.

Orem's Imagine Orem website provided transparency throughout the process, supplying project updates, project progress, and providing ways for people to share their ideas through online surveys. Combined with in person events, the website delivered transparency and public outreach so that citizens could easily understand and trust the process.

### A Scenarios Process

While the visioning and planning process was a public process, it was also a scenarios process, which built a range of potential futures based on the public's ideas and compared them, to explore the long-term consequences of the choices they could make today. Ideas from citizens shaped the scenarios, and feedback on those scenarios shaped the vision. The visioning process enabled residents to identify the best options while planning for anticipated growth.

### Public Meetings and Online Feedback

#### Public Brainstorming Workshop and Online Survey (June 2023)

More than 150 Orem residents participated in a public workshop to explore Orem's context of growth and brainstorm options for the future of the Station Area. During an educational presentation, residents responded to a real time poll, selecting priorities from a wide variety of options for the Station Area. A second activity at the workshop asked people to imagine the Station Area in 2050, and to answer the following questions through a mapping exercise:

- *What kind of place would you like the Orem Station Area to be by 2050?*
- *How could your values and hopes unfold on the ground?*

Small groups of residents worked at tables to create 17 maps identifying possibilities for the Station Area and presented them to the larger workshop group. While creating maps, participants considered land development, transportation, and placemaking options. Together, the survey and mapping activity enabled residents to identify what matters most to them and to voice preferences in the context of their values, the needs of the City and the region, and the likelihood of continued growth. The workshop presentation and a companion survey were also available online, ensuring that those who couldn't attend in person could still participate.

#### Public Survey

In person and online, almost 550 participants took the survey, which helped identify priorities.

#### Station Area Priorities

- Safe pedestrian routes
- Trails connecting the station to other parts of UVU and regional amenities
- More parking garages
- Safe bike routes
- Ability to move cars more efficiently
- Affordable housing
- Passive greenspace

**Examples of Station Area Priorities:** places for people to enjoy, affordable housing options, and safe and efficient auto, pedestrian, and bike routes





- Reduced surface parking lots
- Access to day-to-day needs/services
- Placemaking

### Public Mapping Activity

In addition to public polling, several trends were apparent across the 17 maps created by citizens.

### Mapping Trends

- Residential neighborhoods: Maps highlighted preserving existing neighborhoods and adding in new neighborhoods with open space.
- Mixed use villages were featured across most maps, some at the station itself, and some both at the station and east of the station on UVU ground. Villages often featured:
  - Market rate and affordable housing
  - Parking garages, often internal to buildings with a commercial wrap; reduced surface lots overall
  - Destination streets/buildings (retail, entertainment, institutional, hotel)
  - Placemaking (e.g., ice skating, plaza, dog park)
- Additional retail, often a grocery or market, was included.
- Maps featured green spaces/area beautification throughout (e.g., urban forest, orchard, passive space, parks).
- Trails and pathways emphasized better transportation connections and pedestrian and bike safety (e.g. a separated trail to Utah Lake).
- Road systems emphasized efficiency and safety for multiple transportation modes.

### Scenarios Evaluation Public Workshop and Online Survey (October 2023)

The mapping and survey work completed by participants during the brainstorming process were used as the basis for alternative scenario development. Three scenarios were created, each capturing various approaches to growth that were embodied in public feedback. At a scenarios evaluation workshop and online, residents reviewed these scenarios to identify the components of each scenario they preferred and didn't prefer. More than 75 residents attended the workshop, and more than 400 took the survey. Scenario snapshots are featured on the following pages.

#### What about Land at Utah Valley University?

UVU maintains sole control over what development occurs on its property and currently has no plans to develop housing on its campus. Although the plan does not obligate or require UVU to construct housing in the locations indicated, the plan is intended to show what could develop if UVU decided to construct student housing on its property. The UVU master plan as shown in the appendix shows UVU's current plans for the UVU campus.

#### Who Took the Surveys?

Most survey respondents are Orem residents, though some respondents live outside of Orem but likely have interest in the Station Area because they go to school or work in the City.

#### Survey #1 (Brainstorming)

89% Orem Residents  
11% Living Outside of Orem

#### Survey #2 (Scenarios Evaluation)

80% Orem Residents  
20% Living Outside of Orem





## Alternative Scenarios

## Scenario 1: Station Mixed-Use Village

In this scenario most anticipated growth is focused near FrontRunner Station and along University Parkway, where a pedestrian friendly village emerges. The village includes mixed-use buildings with market rate and affordable housing, offices, hotel, and ground floor retail and services focused on meeting the day-to-day needs of local residents, students, and commuters. Parking is mostly housed within multilevel garages that are wrapped with commercial or residential uses, providing convenient parking while minimizing the visual impact of parking. Plazas, small parks, and natural areas with trails and pathways bring nature into the village, and a trail provides connection to Utah Lake. A destination street runs west from the station and anchors the space with shopping, dining and entertainment options. Fun village features may include an ice-skating ribbon and places for outdoor dining.

Beyond the immediate station area, other parts of the study area see little change. Single family neighborhoods remain as they are. The area sees some new commercial. Some currently undeveloped lands are preserved as green space. UVU continues planned institutional building expansion.

Most growth occurs in the village, with a vibrant mix of places to live, work, and play along a destination street, culminating with an attractive plaza and transit station.

**Mixed-Use Buildings**

- Blend of main floor neighborhood retail, dining, and services, with market rate and affordable dwellings on upper floor
- Parking garages internal to buildings, to enhance streetscape/neighborhood feel
- Quality design and materials offer wide appeal
- Building height highest (8 story max.) adjacent to train station, lower (3 story) closer to existing neighborhoods

**Destination Use Buildings**

- Destination entertainment (e.g. theater) and hospitality functions

**Multifamily Stacked Buildings**

- Blend of affordable and market rate dwellings
- Parking garages internal to buildings, to enhance streetscape/neighborhood feel
- Quality design and materials offer wide appeal
- Building height highest (8 story max.) adjacent to train station, lower (3 story) closer to existing neighborhoods

**Destination Street and Plaza**

- A streetscape featuring ground floor retail/commercial, outdoor dining, art, ample seating, street trees, and wide sidewalks
- A plaza at the end of the street, adjacent to the transit station, provides space for outdoor fun

**New Neighborhood Streets**

- Quiet streets featuring sidewalks, street trees, on-street parking

**Parks, Trails & Pathways**

- Main plaza adjacent to the train station with small pocket parks, natural areas, and plazas throughout
- A local trail network within the station area
- Pathways separate from the road to Utah Lake, along Geneva Road, along the train line, and connecting to preserved open space



Mixed Use and Multifamily Stacked Buildings with Internal Parking



Destination Buildings and Plaza



Parking Garage Wrapped with Commercial Uses, Destination Street, Neighborhood Grocery



Neighborhood Street, Ice Ribbon, Separated Pathway

**Agricultural/Recreational Preservation**

- Permanently preserved land to continue orchard use, farming or to provide a regional recreational amenity
- Tax-payer funded; requires willing land owner to sell property rights or land

**Passive Open Space**

- Land between train and freeway used for stormwater detention, urban forest

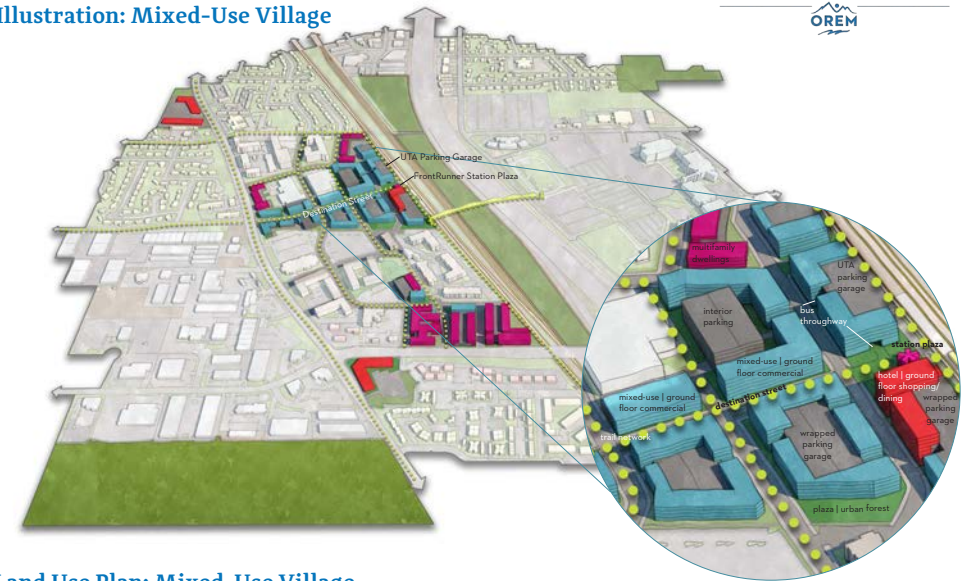
**Retail | Commercial**

- Uses may include a grocery store, gas, fast/fast casual food

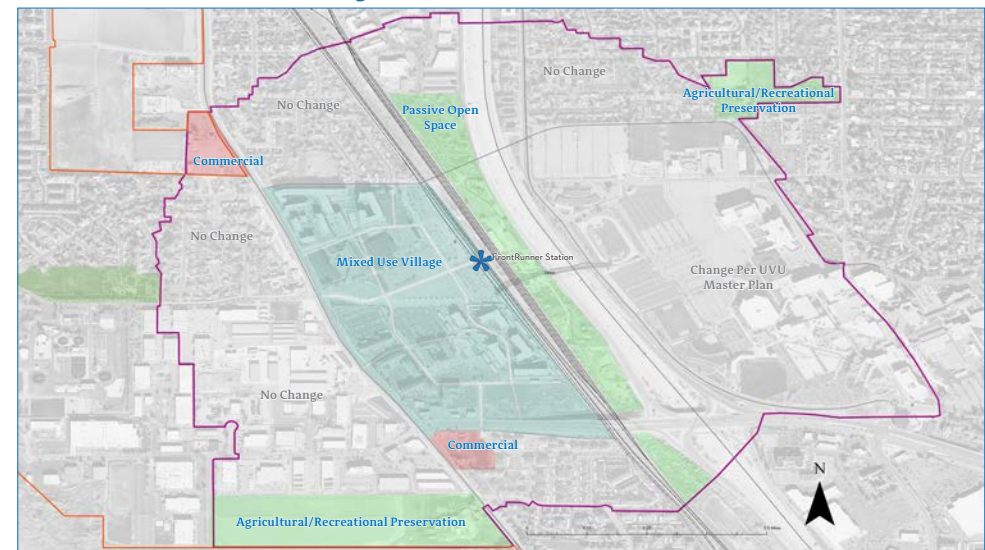
**Existing Buildings/Development**

- No change / UVU master plan

## Illustration: Mixed-Use Village



## Land Use Plan: Mixed-Use Village





## Alternative Scenarios

## Scenario 2: UVU Mixed-Use Village

In this scenario most anticipated growth occurs at both the FrontRunner Station area and on UVU land on the east side of I-15, introducing student housing onto the UVU campus. Since the village is more spread out, it is somewhat less intense, though still walkable and bikeable via a network of small streets with bike lanes and sidewalks. It includes mixed-use buildings with housing, offices, and ground floor shopping, dining, and services focused on meeting day-to-day needs of local residents, students, and commuters. On UVU land, development may include a mix of student housing, amenities, and services, as well as classrooms and other institutional uses. On UTA land near the station, mixed-use development includes a UTA parking garage with restrooms and retail focused on commuter needs. Placemaking features include public art and murals or green walls/rooftops on mixed-use buildings and parking garages to add beauty and a sense of place. Dual plazas at either side of the pedestrian bridge provide places for people gather, and smaller greenspaces are featured in the overall village design. Trails connect UVU to the City and the region.

Beyond the immediate station area and UVU land, other parts of the study area see some change. While single family neighborhoods remain as they are, this scenario does include some new single family homes with detached accessory dwellings and some commercial light industrial uses between I-15 and the train tracks.

The village connects UVU student housing and services with a mixed-use train station area for a lively community spanning I-15 and the FrontRunner Station.

**Mixed-Use Buildings**

- Blend of main floor neighborhood retail, dining, and services, with market rate and affordable dwellings on upper floors
- Parking garages internal to buildings, to enhance streetscape/neighborhood feel
- Murals and green walls add beauty to structures
- Building height highest (5 story max.) near train station and I-15, lower (3 story) closer to existing neighborhoods

**Institutional Mixed-Use Buildings**

- Blend of student services, amenities, and housing

**Multifamily Stacked Buildings**

- Blend of affordable and market rate dwellings
- Parking garages internal to buildings, to enhance streetscape/neighborhood feel
- Green walls and murals add beauty to structures
- Building height highest (5 story max.) near train station and I-15, lower (3 story) closer to existing neighborhoods

**Complete Streets and Dual Plazas**

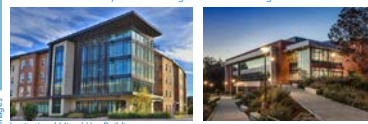
- Streetscapes include street trees, sidewalks, bike lanes, and on-street parking
- Dual plazas at either end of the pedestrian bridge over I-15 provide gathering space

**UTA Parking Garage**

- Dedicated UTA parking garage with restrooms and commuter amenities adjacent to station

**Parks & Pathways**

- Pedestrian sidewalks and bike lanes a part of "complete streets" in village/UVU area, as well as along Geneva Road, 800 South, and University Parkway
- Small greenspaces throughout



UVU Mixed-Use Village

Commercial

**Commercial**

- Retail uses may include a grocery store, gas, fast/fast casual food



Industrial

**Light Industrial**

- Light industrial/light manufacturing uses typical of a business/industrial park



Single Family

**Single Family with Detached Accessory Dwellings (ADUs)**

- Single family dwellings with a small dwelling beside or behind main home

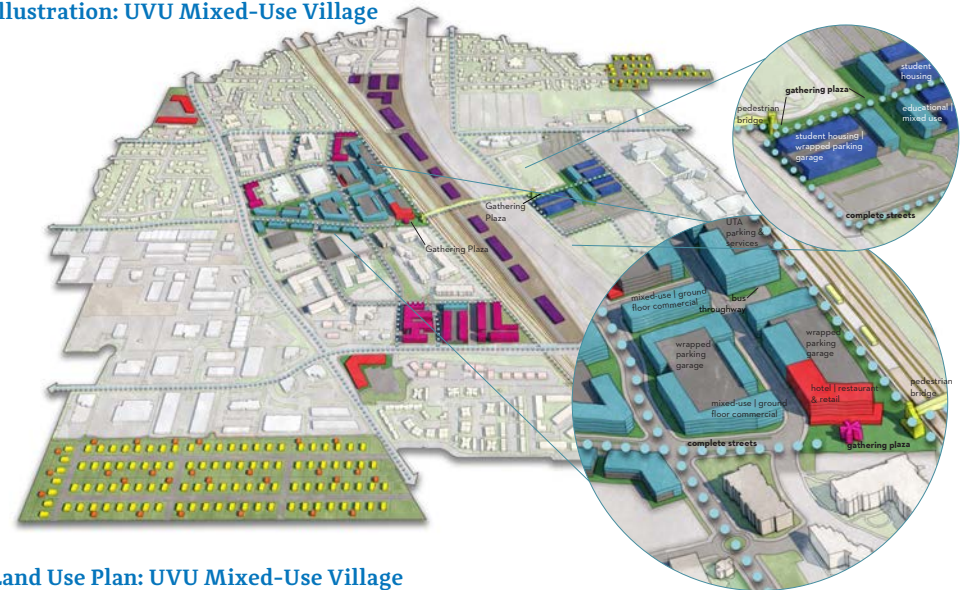


Existing

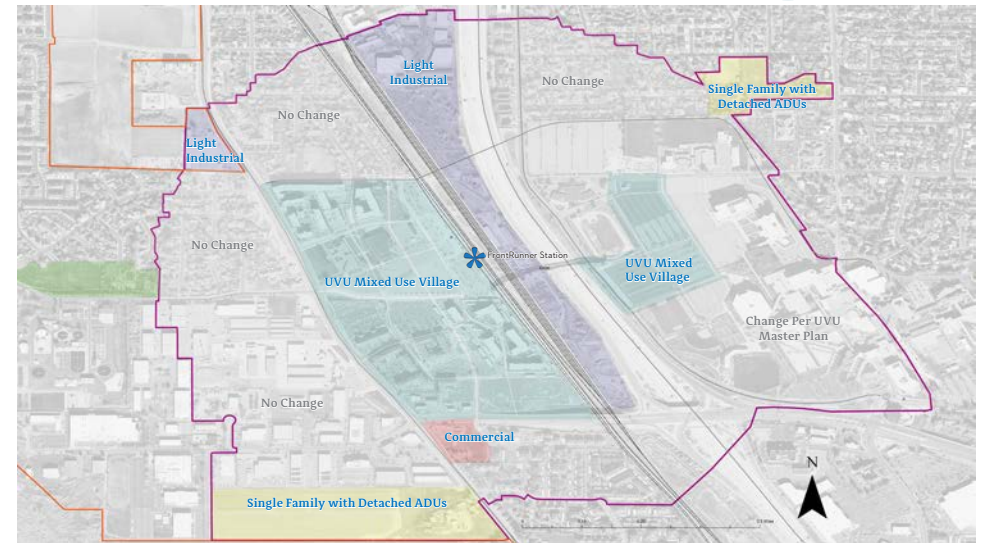
**Existing Developed Land**

- No change

## Illustration: UVU Mixed-Use Village



## Land Use Plan: UVU Mixed-Use Village



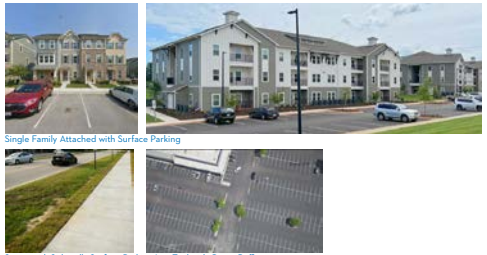


## Alternative Scenarios


## Scenario 3: Neighborhood Infill

Rather than focusing anticipated growth into a mixed-use village at the station area itself, this scenario focuses on residential infill, spreading new housing across undeveloped places in study area, adding detached accessory dwelling units into existing residential neighborhoods, and locating some student housing on campus. Additional green spaces and parks are created through the development process by clustering homes onto a smaller portion of an overall development parcel. Commercial along Geneva Road provides retail options.

The station area features townhomes and 3 story stacked homes with surface parking. Most of UTA land near the station remains a surface parking lot. Additional parking is provided in a large lot between the rail line and the freeway, accessible by way of the pedestrian bridge and 800 South. East of I-15, UVU absorbs some student housing on the north end of campus, among its planned institutional uses—creating a small hub of university housing and residential life.

Residential Infill	Anticipated housing growth is dispersed across the study area. Auto-oriented commercial along Geneva Road adds more access to shopping and services.	
	<p><b>Townhomes/Stacked Housing</b></p> <ul style="list-style-type: none"> <li>2-3 story townhomes or stacked homes with surface parking</li> </ul> <p><b>UVU Student Housing</b></p> <ul style="list-style-type: none"> <li>3 story stacked housing on UVU campus</li> </ul> <p><b>Streets</b></p> <ul style="list-style-type: none"> <li>Streets feature sidewalks and on-street parking</li> </ul> <p><b>UTA Surface Parking</b></p> <ul style="list-style-type: none"> <li>Surface parking lot near train station</li> </ul>	

Single Family	<p><b>Existing Single Family Adds Detached Accessory Dwellings</b></p> <ul style="list-style-type: none"> <li>Detached accessory dwelling units encouraged</li> </ul> <p><b>Clustered Townhomes</b></p> <ul style="list-style-type: none"> <li>Dwellings clustered to provide a neighborhood open park</li> </ul> <p><b>Townhomes/Stacked Housing</b></p> <ul style="list-style-type: none"> <li>2-3 story attached townhomes with surface parking</li> </ul>	

Commercial	<p><b>Retail   Commercial</b></p> <p>Uses may include a grocery store, gas, fast/fast casual food</p>	

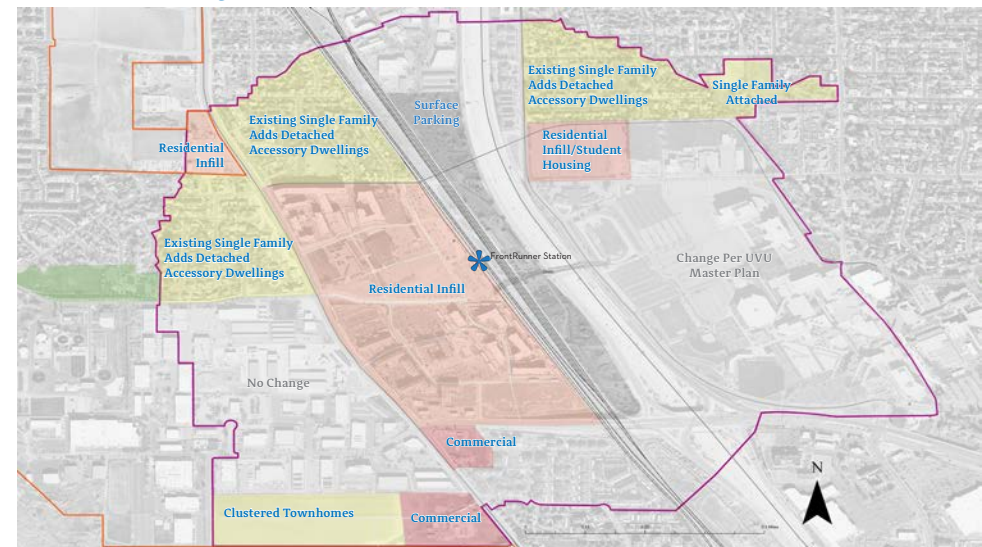
Parking	<p><b>Surface Parking</b></p> <ul style="list-style-type: none"> <li>Publicly funded parking between the freeway and the train, accessible via 800 S and the pedestrian bridge</li> </ul>

Existing	<p><b>Existing Developed Land without Change</b></p> <ul style="list-style-type: none"> <li>No change / UVU master plan</li> </ul>

Illustration: Neighborhood Infill

































Land Use Plan: Neighborhood Infill



### How Do the Scenarios Compare?

Scenarios were evaluated based on priorities expressed early in the public process, with findings summarized in the chart below. Green indicates strong alignment, yellow some alignment, and red poor alignment with priorities.

Local Priorities (based on survey input)	Scenario 1: Station Area Mixed-Use Village	Scenario 2: UVU Mixed-Use Village	Scenario 3: Neighborhood Infill
Safe pedestrian routes	 New street grid includes sidewalks; existing sidewalks connect to the new network (ADA compliant)	 New street grid includes sidewalks; existing sidewalks connect to the new network (ADA compliant)	 New streets include sidewalks, but less focus on creating a connected network than other scenarios (when built, ADA compliant)
Trails connecting the station to other parts of UVU and regional amenities	 2.9 miles of new dedicated pathways in study area, plus “complete streets” (streets that include bike lanes and sidewalks)	 No dedicated pathways, but 4.8 miles of “complete streets” in the study area (streets that include bike lanes and sidewalks)	 0 miles of new trails
More parking garages	 Emphasis on internal/wrapped parking garages to meet needs	 Emphasis on internal/wrapped parking garages to meet needs	 Emphasis on surface parking, no new parking garages
Safe bike routes	 2.9 miles of new dedicated pathways in study area, plus “complete streets” (streets that include bike lanes and sidewalks)	 4.8 miles of “complete streets” in the study area (streets that include bike lanes and sidewalks)	 No new bike lanes or pathways
Ability to move cars more efficiently	 Improved Station Area street network with additional station connections at University Parkway and 800 South	 Improved Station Area/UVU street network with additional station connections at University Parkway and 800 South	 Minimally connected Station Area street grid; no new ways to get in and out of the Station Area
Affordable housing	 Efficient use of land enables lower cost housing and use of incentives that require 10% affordable housing and fund parking garages/other amenities (no cost to taxpayer)	 Efficient use of land enables lower cost housing; use of incentives may require 5-10% affordable housing and fund parking garages/other amenities (no cost to taxpayer), provides UVU student housing	 Inefficient use of land likely makes housing at station cost prohibitive to build or buy; tax payer funding required to replace surface lots (on which new housing is built) with new surface lot; minimal UVU student housing
Passive greenspace	 66.5 acres new open space, including preserved acres for farming or recreation (taxpayer funded), passive greenspace between the train and freeway, and urban forest pockets in the Station Area	 2.2 acres new open space, some of which may be passive in use	 New 1.3 acre park in the southwest part of the study area, may have passive uses
Placemaking	 Large Station Area plaza, destination street, and smaller plazas/parks provide places for gathering and things to do (e.g. ice skating ribbon, outdoor dining)	 Dual plazas at either end of the pedestrian bridge provide space for gathering and a rotating mix of things to; smaller scale mixed-use streets provide outdoor dining	 Little focus on placemaking, though a park in the southwest part of the study area could foster some sense of place
Reduced surface parking lots	 Surface parking significantly reduced and replaced with a village that includes parking garages	 Surface parking significantly reduced and replaced with a village that includes parking garages	 Relies on surface parking lots, including constructing a large lot between the train and the freeway (taxpayer funded)
Access to day-to-day needs/services	 100% of new residents within ¼ mile (walking distance) of goods and services	 100% of new residents within ¼ mile (walking distance) of goods and services	 28% of new residents within ¼ mile (walking distance) of goods and services



## Public Preferences: What Kind of Place Do People Envision?

### Housing

Overall, 84% of survey respondents prefer focusing housing in a mixed-use village in the heart of the Station Area, with only 17% preferring to spread anticipated growth out in single-use residential format. There is also strong interest in on-campus UVU housing, with 78% identifying it as important or very important. Support for providing housing for moderate income households and lower income households is also strong at 82% and 79%, respectively.

### Transportation

Respondents strongly favor (85%) a transportation approach that provides safe and convenient multimodal options while also expressing a desire to provide needed parking but with less visual impact, with 88% desiring to focus parking in garages wrapped with commercial/residential uses or masked with green walls or murals.

### Mixed Use

Three quarters of respondent favor accessing day-to-day needs mostly on foot rather than mostly by car, with strong support for both neighborhood uses like a market or café but also destination uses like a hotel or theater.

Clearly, survey respondents want a future for the Station Area that is much different than current conditions.

### The Numbers: Survey Results

**84%** favor focusing **housing** in a **mixed use village**

**78%** say on-campus **UVU housing** is important or very important

**82%** say providing **moderate income housing** important or very important

**79%** say providing **low-income housing** is important or very important



**72%** say **home ownership** (e.g. the ability to buy a townhouse or condo) is important or very important



**85%** favor a **multimodal transportation** approach

**88%** favor **wrapped/masked parking garages** over surface lots

**72%** favor a dedicated pathway for biking/walking along busy roads



**42%** favor a **bike lane and sidewalk** on quieter streets

**79%** support a **plaza or gathering area** in the Station Area

**75%** want to access **day-to-day needs mostly on foot**



**91%** want to see **amenities** near the train station, with 61% wanting a blend of both **neighborhood and destination uses**

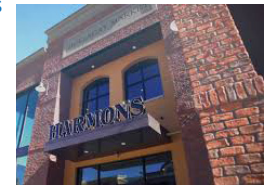
**52%** select nearby access to **urban forest or green space** as their most preferred way to access nature



**79%** say **taller buildings are fine**, as long as transitions **buffer existing neighborhoods** (50% favor up to 8-stories; 29% favor up to 5-stories)



**63%** favor **new single family and townhomes with ADUs and green space** at vacant parcels southwest of Geneva Road and northeast of UVU



**64%** favor allowing/encouraging **detached ADUs in existing neighborhoods**

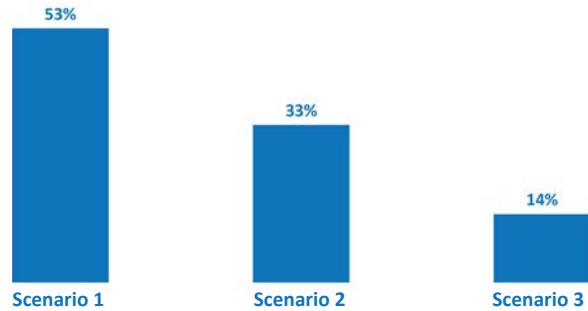
**86%** select **scenarios featuring a mixed-use village** as the scenario they are **excited about and most willing to support** (53% selected Scenario 1; 33% selected Scenario 2)



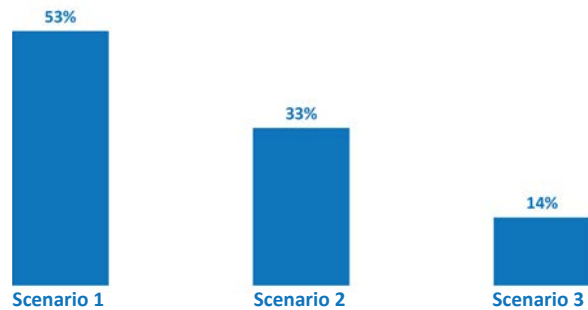


### Summary Opinions on Scenarios

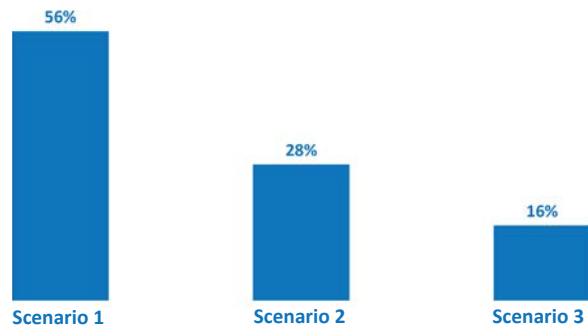
Understanding that Station Area growth is highly likely, which scenario are you excited about and most willing to support?



Thinking out to 2050, which scenario best meets the needs of future residents?



When thinking about environmental sustainability as we grow, which scenario provides the best option?



When surveying, we asked respondents to provide their age and their place of residence, which allowed us to examine differences among various groups of people. Differences greater than 10%, were identified for consideration. That data can be found in the appendix.

### Vision Development and Public Celebration

The stakeholder committee, City staff, and consultants created the 2050 draft vision by:

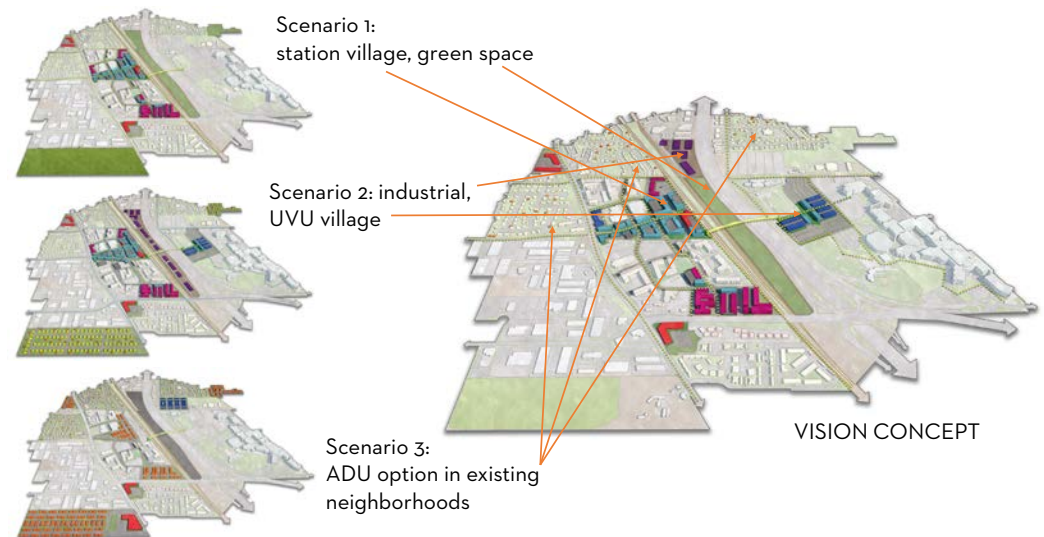
- Pulling concepts from the three scenarios that captured previous public feedback;
- Reflecting the overall input from hundreds of residents and stakeholders;
- Implementing regional goals for housing, environment, opportunities, and transportation in a uniquely local way; and

- Meeting demands for Orem/Utah County generational growth—our kids/grandkids).

The result is a draft vision that represents hopes for the future of Orem Station. This vision was received at a final open house in February 2024. As with each step in the process, the website provided a summary of the process and its findings, as well as the vision itself. Orem's vision for the Station Area represents a collective effort of hundreds of citizens over many months to identify what they would like area to become. It's inspiring to see the common ground among Orem's residents and stakeholders, and to know the future direction for the Station Area! The vision, vision principles, and vision plan map are featured in the next chapter.

### Vision Concept: A Blend of the Three Scenarios

The vision concept featured in the next chapter carries favored concepts from the three scenarios forward.



## Stakeholder Engagement

Throughout the process we engaged a stakeholder committee of Orem residents, business owners, leaders, and stakeholders. Stakeholders included representatives from the Orem Planning Commission and City Council, members of various City boards, Vineyard City (a small part of their city fell within the one-half mile radius), Utah Transit Authority, Mountainland Association of Governments, Utah Department of Transportation, Utah Valley University, Union Pacific, and other landowners. The stakeholder group met seven times throughout the process, helping to direct the process, review public feedback, and weigh in on scenario alternatives and the preferred vision. Many committee members also participated in the public workshops and open house.

The “public” is also a stakeholder. Public events provided opportunity for broad participation of Orem’s landowners, residents, and business owners within and beyond the Station Area, as well as those who go to school, work, or travel in the area.

In addition to stakeholder committee and public meetings, the process included multiple meetings with individual stakeholders, including:

- Utah Transit Authority (four meetings)
- Utah Valley University (three meetings)
- UDOT (one meeting)
- Union Pacific (one meeting)
- Mountainland Association of Governments (attended most consultant/city team meetings)
- A large landowner in the study area with a development interest



Public Participation Made the Plan!

950 + Survey Responses

250+ Workshop/Event Participants



# OREM SAP *imagining* STATION AREA PLAN

## 3. Vision



### Orem Station Area Vision

Orem Station is an urban neighborhood that supports Orem residents, UVU students, and commuters who are living, working, playing, learning, and traveling in the area. It's a friendly place to call home, an innovative educational and vocational hub, a launch pad for workdays and school days, and a place to gather and enjoy time with friends, family, classmates, and coworkers.



### Vision Principles

1. Focus growth in a Station Area village with a range of housing, amenities, and educational and employment opportunities.
2. Provide housing options to meet the needs of a variety of households, incomes, and life stages.
3. Provide safe and convenient transportation choices for driving, biking, walking, and transit.
4. Connect people to nature and engaging opportunities to be outside.
5. Encourage community with public gathering spaces and friendly streets with shops, restaurants, and entertainment.
6. Support long-term positive economic impact and opportunity for Orem and its citizens.

### Objectives for the Transportation System

1. Provide safe and convenient multimodal transportation, with a walkable Station Area village.
2. Connect to city and regional trails and amenities. Create dedicated bike/pedestrian pathways on busy roads in the Station Area, with the Utah Lake pathway extending to station itself.
3. Include bike lanes and sidewalks on quieter streets in the Station Area.
4. Provide safe and convenient routes for buses and personal vehicles moving into, through, and out of the Station Area.
5. In the Station Area, meet parking demand with parking garages interior to buildings, supplemented with on street parking (one stall per bed).

### Objectives for the Land Uses and the Development of Land

1. Create a mixed-use village in the immediate Station Area.
  - A. Allow incentives (such as owner occupancy) for buildings up to eight stories at the immediate Station Area, with a shift down to three stories for a comfortable transition to adjacent neighborhoods to the north and west.
    - i. Buildings on primary streets should include first floor commercial, upper floor residential, and wrapped parking.
    - ii. Buildings on secondary streets may include first floor residential or parking garages with landscaping, green walls, or murals to mask parking.

- B. Include walkable neighborhood uses that provide access to day-to-day needs (e.g. grocery/market), as well as some destination uses (e.g. theater, restaurants, hotel).
    - i. Provide a variety of housing choices.
    - ii. Provide market rate, moderate, and affordable housing options.
    - iii. Encourage on-campus student housing on both sides of I-15.
    - iv. Encourage home ownership options, including townhomes and condominiums.
2. Beyond the immediate Station Area, build on and enhance existing uses.
  - A. Preserve existing neighborhoods.
    - i. Allow detached accessory dwellings where feasible in existing neighborhoods.
  - B. Foster light industrial uses at the north end of the Station Area between the tracks and freeway.

### Objectives for the Public and Open Spaces

1. Create pedestrian plazas at both sides of pedestrian bridge that crosses I-15.
  - A. Plaza on the west side of I-15: a large, shady, active space is envisioned—a place for the neighborhood to gather.
  - B. Plaza on the east side of I-15: a more linear space that serves as an anchor for adjacent student housing is envisioned.
2. Build Orem Train Station Amenities.
  - A. This is a building with ample amenities, including public UTA bike/car parking,

restrooms, WIFI, an indoor waiting area, a snack counter and/or vending area, and a small hardscape plaza connected to the pedestrian bridge plaza by a pathway.

3. Create an Urban Forest.
  - A. Publicly accessible streets should include street trees on all streets, with pockets of urban forest where feasible in the immediate Station Area.
  - B. Across from Orem Station, between the tracks and the freeway, create a large urban forest/detention area to improve air quality, reduce noise, enhance visual appeal/experience, and provide a tree filled space that is visually accessible to the public.

*We're thinking about the future—about what our kids will need and about a kind of place where a variety of people can thrive.*





## Vision Concept

The vision concept land use map and illustrations demonstrate one way the Station Area vision could unfold on the ground over time. The vision concept embraces public priorities as identified in surveys, employs preferred concepts from the three alternative scenarios, and addresses the four regional goals identified in HB 462.



New Housing	Sq Ft	Units
ADUs	52,763	53
Townhome/Rowhome	52,590	53
Student Housing	352,657	705
Condo/Apartment	1,291,659	1,615
<b>Total Housing</b>	<b>1,749,669</b>	<b>2,425</b>

New Commercial	Sq Ft	Jobs
Restaurant/Retail/Office/Hotel	499,266	344

New Parking	Sq Ft	Stalls
Residential Stalls	1,122,028	3,506
Commercial Stalls	479,775	1,499
Replacement Stalls*	752,640	2,352
Surplus Stalls	4,655	15
<b>Total Parking Stalls</b>	<b>2,359,098</b>	<b>7,372</b>

\*stalls that replace stalls removed during redevelopment

Public Amenities	Sq Ft/Lin Ft	Acres/Lane Miles
Public Parks and Plazas	13,888	.3
Open Space/Urban Forest*	668,003	15.3
Improved Streets (streets with sidewalks & bike lanes or separated pathways)	18,868	3.6

\*public viewshed, not physically accessible



## Immediate Station Area Concept

The immediate Station Area is the focus of most growth and change over time. A pedestrian-friendly mixed use village develops at the Station Area and is connected by pedestrian bridge to a student village east of I-15. The villages feature a destination street, plazas at the station and both sides of the pedestrian bridge, green space pockets throughout, and ground floor commercial spaces for dining, shopping, and accessing day-to-day

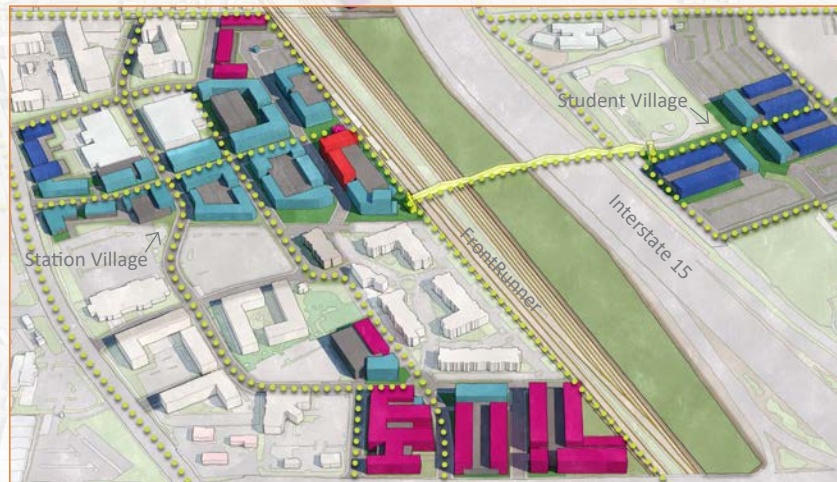
needs. Internal roads feature vehicular lanes, bike lanes, and sidewalks for safe and convenient multimodal transportation. Dedicated pathways run along the tracks, Geneva Road, and to Utah Lake, connecting the station to local and regional destinations. The station itself includes a UTA parking garage with commuter services. Parking is provided with internal parking garages and supported with on-street options where feasible. An urban forest grows between the tracks and the freeway.



Inspiration images for the immediate Station Area

### Vision Concept Land Use Legend

- Mixed use
- Apartment/condo
- Institutional/student housing
- Commercial
- Industrial
- Public space/open space
- Pathway/sidewalk & bike lane



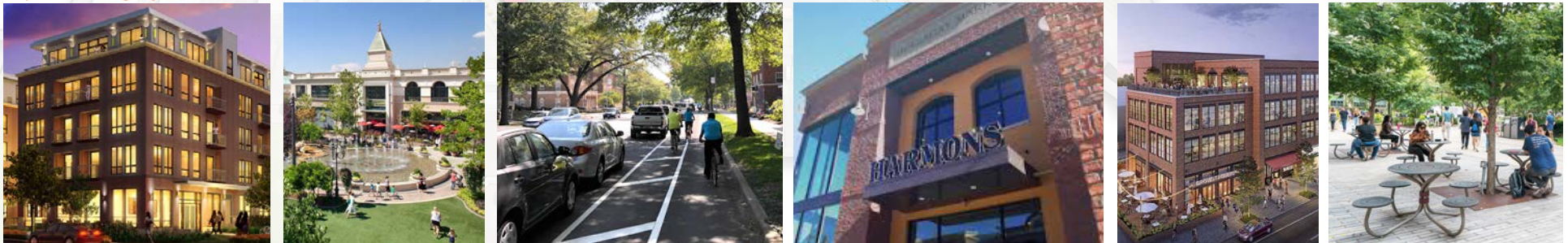
### The Immediate Station Area

The land immediately surrounding the FrontRunner station is the focus of almost all new growth.

#### Areas beyond the immediate Station Area see little change.

- Single family neighborhoods are preserved and include optional ADUs.
- Some new commercial develops along Geneva Road.
- Dedicated pathways are along Geneva Road and to Utah Lake.
- UVU continues building out its master plan.
- The industrial/office park uses continue in existing locations.

Inspiration images for the immediate Station Area





## How Do You Imagine Orem Station?



Get breakfast while you wait for the train to work.



Enjoy dinner at the station before heading to a game.



Enjoy lunch under the umbrellas while your children play.



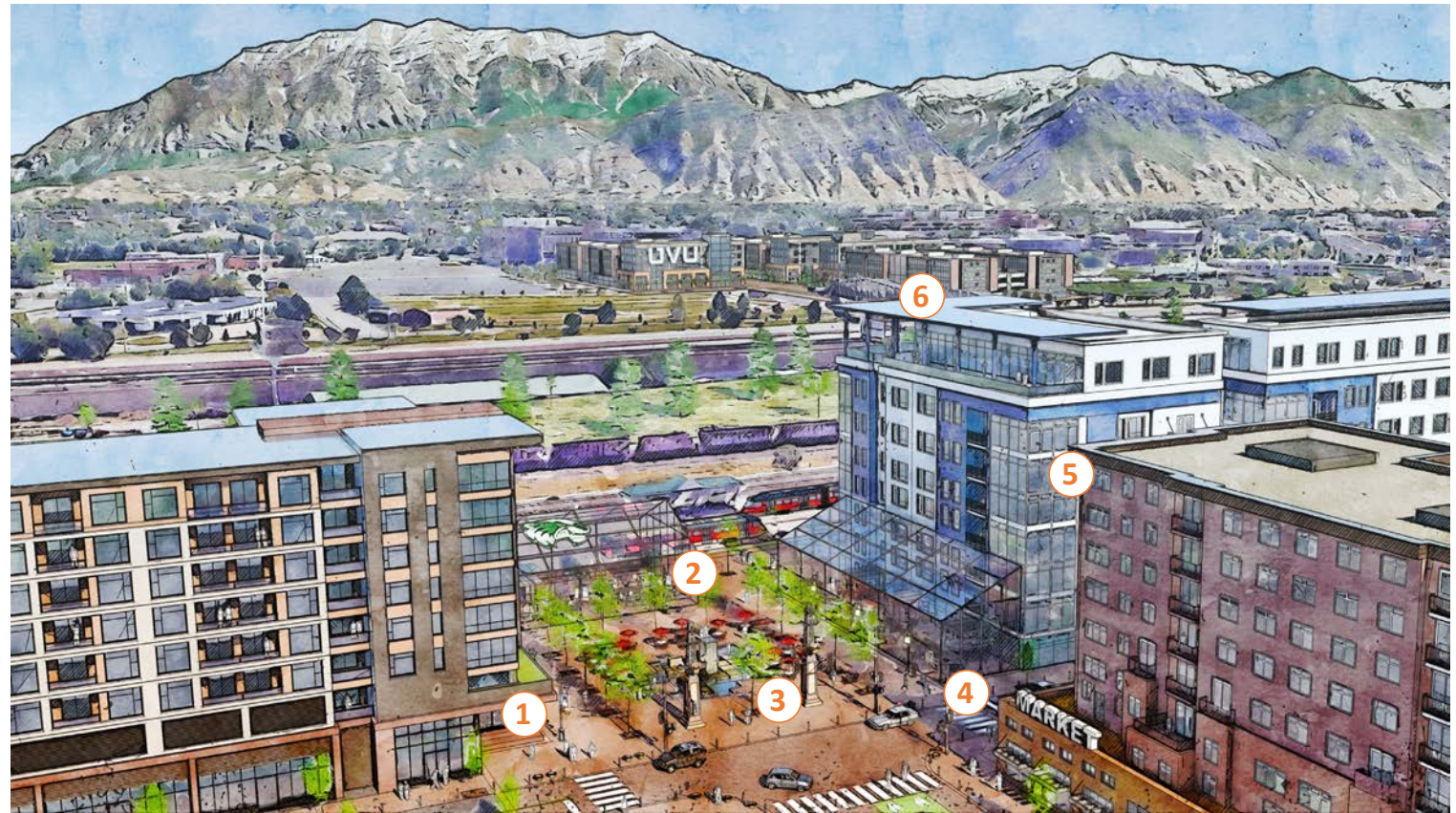
Get groceries at a local market.



Provide home rental or purchase options that your kids can afford.



Celebrate life's milestones with views of the mountains and lake.



**Station Village** - A view of the Station Area looking southeast: FrontRunner and an adjacent plaza appear at the center of the image.



## How Do You Imagine Orem Station?



Enjoy on-campus, affordable student housing.



Take advantage of the academic and social benefits of a residential community.



Gather outside for a study session just outside your dorm.

### What about Land at Utah Valley University within the Station Area?

UVU maintains sole control over what development occurs on its property and currently has no plans to develop housing on its campus. Although the plan does not obligate or require UVU to construct housing in the locations indicated, the plan is intended to show what could develop if UVU decided to construct student housing on its property. The UVU master plan as shown in the appendix shows UVU's current plans for the UVU campus.



**Student Village** - A view of the Station Area looking southwest: the student village appears in the foreground, with the pedestrian bridge leading to the station village on the other side of I-15.



Gather outside for a study break on the plaza just off the track.



Enjoy pleasant walking and transit options that come with pedestrian friendly streets and strong connection between FrontRunner Station and UVU.



With on-campus housing, enjoy car-free living.



# OREM SAP i m a g i n e STATION AREA PLAN

## 4. Implementation Plan



### Introduction to the Implementation Plan

A five-year implementation plan is required by State Law as a part of this report. Within that five-year timeframe, the vision will not be complete, but Orem City can accomplish many steps toward a catalytic project, begin processes, and develop strategies in keeping with a phased, long-term implementation approach.

The initial implementation efforts focus on performing outreach and educational activities that explore the tools and partnerships needed in the Station Area, including new programs and coordinated planning and economic development efforts that the City will need to explore in a more significant manner. Some of these efforts may not bear fruit until after the five-year plan outlined in this report, so future implementation planning, outlining longer term goals should happen as initial exploring and learning occurs.

We recommend a City cross-department committee, to spearhead the five-year plan, to identify longer range implementation steps, and to maintain the momentum that has been established by the Station Area Plan process. This group could be instrumental in realizing

goals for placemaking—creating the “community living room” envisioned in the plan, from outdoor active plazas to indoor community gathering areas. These types of places will need City administrative programming assistance to reach their potential. In addition, the group can identify grants through the State’s new comprehensive website, Planning & Funding Resources, hosted by the Governor’s Office of Planning and Budget.

State Law requires consideration of the following implementation actions as appropriate:

1. Modify land use regulations
2. Make infrastructure improvements
3. Modify deeds or other relevant legal documents
4. Secure funding or develop funding strategies
5. Establish design standards for development within the Station Area
6. Provide environmental remediation

Actions one and five above can be addressed in a zoning code update, recommended in the plan below. Action two implies prioritizing area projects to make vision implementation feasible, and actions two and four both suggest identifying potential tools and funding sources

to assist in accomplishing the Vision. Items three and six do not appear relevant within the five-year timeframe. No environmental contamination has been revealed in the process so far, and, although agreements that involve existing deeds and legal documents may become important as partnerships are explored, those will likely evolve as the implementation process unfolds.

Keeping the categories of actions above in mind, we identified the following five-year implementation needs:

### General Planning and Zoning

The Station Area Plan (SAP) should be incorporated into the Orem City General Plan. Until the next major general plan update, the future land use map should be modified to reflect the SAP Vision, and the SAP should be included in the appendix. When the next major general plan update occurs, the SAP could be more fully incorporated, possibly as a neighborhood plan. Zoning updates will be needed to allow for intensification of the area, mixed use development, positive design features, parking garages, sustainability, and incentivizing affordable housing and ownership. In addition, new regulations for detached accessory dwellings should be crafted.

### Funding/Incentive Programs

Research will be needed to assess the requirements for tax incentive based programs, including the Housing and Transit Reinvestment Zone (HTRZ), Community Reinvestment Agencies (CRA), various infrastructure funding programs such as Public Infrastructure Districts

(PIDs), and best practices acceptable to the community that address affordable housing and ownership.

### Partnering

With many different property owners, development partnerships will become important. The vision cannot be accomplished over time without partnering for mutual benefits.

Relationship building with UTA and UVU is especially important, as both own land in the Station Area and generate activity. UVU also has an agreement with Axis, an apartment complex, for student housing. Exploring more formal agreements with both entities needs consideration. UVU maintains sole control over what development occurs on its property and currently has no plans to develop housing on its campus. Although the plan does not obligate or require UVU to construct housing in the locations indicated, the plan is intended to show what could develop if UVU decided to construct student housing on its property. The UVU master plan as shown in the appendix shows UVU's current plans for the UVU campus.

### Placemaking

Gathering places are a significant part of the SAP. In this age of “index finger shopping,” a retail center needs more than just shops. Some retail, such as a grocery, attract daily visitors, but other shops are often in competition with online retailers. **However, an unexpected result of higher density projects is that the units generate significant sales tax, due to**

**point-of-sale tracking and internet purchases. Higher density housing projects now provide sales tax revenue comparable to many retail brick and mortar businesses.** This sales tax generation can provide a funding mechanism for placemaking improvements and events, to help create gathering spaces that people from all over the community can enjoy and return to again and again—active places that can be catalysts to attract business to the Station Area. At Orem Station, new and ongoing events could be coordinated with events at UVU and UTA free fare days.

### Economic Development Outreach

Concerted economic development outreach will be needed to help attract businesses to the Station Area. As suggested in the vision, another hotel, a grocery store, restaurants, and unique local retail will require an on-going outreach program through the City's economic development staff. Moving from surface parking to parking garages will also take a coordinated economic development effort.

### Beautification

The Station Area currently acts as an urban heat island with interspersed buildings, a lack of shade, and streets weaving through massive parking lots. The plazas, pocket parks, and urban forests described in the vision are needed to cool and improve the function and beauty of the area. Further, the area between the railroads and I-15 could become an urban forest/storm drainage detention site.

## Trails

Currently the Station Area needs more trail/pathway connections to other destinations in the community, including a trail connecting to the regional Utah Lake Shoreline Trail, and crossings across Geneva Road and University Parkway. A trail along the west side of the railroad, under University Parkway, would help to connect the pedestrian bridge, the train station, and future services and activities. Trails, better pedestrian accommodations, and bike paths can provide additional options in the Station Area that improve health and air quality.

## Priority Activities

The implementation chart on this and the following pages helps to set priorities for the City and includes areas of focus for each year/group of years. Early on, priorities include adoption and inclusion of the Station Area Plan into the General Plan and coordination and partnering with UVU, UTA, Union Pacific, private property owners, and UDOT. Coordination efforts are imperative to build the relationships needed to implement the vision. Coordination within the City of the various departments that might be involved in vision implementation is also critical to the successful implementation of the Station Area plan.

During the vision celebration meeting in February 2024, participants noted a number of priorities. The vision celebration was not as well attended as prior meetings, but priorities noted are consistent with preferences voiced throughout the visioning and planning process.

Implementation Plan					
GENERAL PLANNING AND ZONING					
Activity	Type	Lead	Partners	Funding	When
Update General Plan to incorporate the SAP.	General Plan	Development Services	n/a	n/a	Year 1
Review and update current zoning (PD).	Land Use Regulations	Development Services	n/a	n/a	Year 1
Add detached accessory dwelling units to the residential zones.	Land Use Regulations	Development Services	n/a	n/a	Year 3
Review current parking standards which may include parking analysis to determine parking needed for current and future land uses as identified in the vision. Explore parking incentives to replace surface parking with parking garages.	Analysis/Land Use Regulations	Orem City Planning/Planning Consultant	UTA	City/State Grants	Years 2-5
FUNDING & INCENTIVE PROGRAMS					
Activity	Type	Lead	Partners	Funding	When
Explore the requirements for setting up a Housing and Transit Reinvestment Zone (HTRZ) for the immediate Station Area.	State Enabled Funding Program	Development Services	UTA, UVU, Property Owners, Taxing Entities	Once active, a HTRZ generates funds as development occurs.	Years 2-5+
Evaluate benefits of Community Reinvestment Agency (CRA) versus or in addition to HTRZ.	State Enabled Funding Program	Development Services	UTA, UVU, Property Owners, Taxing Entities	Once active, both programs generate funds as development occurs.	Years 2-5+
Explore infrastructure funding programs such as Public Improvement Districts (PID), Infrastructure Financing Districts (IFD) (pending legislative approval) and others.	State Enabled Funding Program	Development Services	UTA, UVU, Property Owners, Taxing Entities	Generally, once active, development pays for itself overtime.	Years 3-5+
Explore grant funding opportunities using the Planning & Funding Resources tool, hosted by the Governor's Office of Planning and Budget.	Research State Funding Sources Portal	Development Services & Other City Staff	Possible Partnerships Depending on Grant	Grants generate funds.	Years 2-5+

PARTNERING					
Activity	Type	Lead	Partners	Funding	When
Meet with Utah Valley University to explore adding on-campus student housing to long-term master planning, pedestrian bridge landing plazas, and building options on their property.	Partnership Negotiation	City of Orem	State of Utah, Legislative	n/a	Years 1-5
Meet with UTA to explore development on their property.	Partnership Negotiation	Development Services	UTA, Orem City, Development Partner	To be determined in partnering process	Years 1-5+
Meet with private landowners with interest in developing their property.	Orem City Negotiation	Development Services	Landowners	Based on project needs	Years 1-5+
Develop general project partnerships.	Orem City Program to Establish/ Improve Relationships	Development Services, other City departments as determined	UTA, UVU, UDOT, Union Pacific, Property Owners	City sponsored cross-departmental effort	Years 1-5+
PLACEMAKING					
Activity	Type	Lead	Partners	Funding	When
Research best practices/communities that have created activity centers.	Orem City Initiated Research Project	Development Services	Consider Consultant Partner (e.g. Roger Brooks)	Orem City, Possibly Grants from MAG or State	Years 2-5+
Consider activating the current spaces with rotating, temporary features and events.	Orem City Program	City of Orem	UVU and UTA	City, Possible Grants	Years 2-5+
Consider holding events in the immediate Station Area.	Orem City Event Coordination	City of Orem	UVU (Add events to west side of pedestrian bridge when events are occurring on campus.), UTA (Couple events with free fare days.)	Orem City, and/or Event Entrance Fees	Years 2-5+

### Land Use and Development

- Variety of housing choices, especially affordable and ownership options
- Detached accessory dwelling units
- Grocery and/or market
- Comfortable transitions to existing neighborhoods
- Mixed use development
- Preservation of existing neighborhoods
- Amenities at the station to support commuters

### Transportation

- Walkable village
- Trail to Utah Lake
- More bike lanes and sidewalks on quieter streets
- Wrapped parking garages coupled with a parking standard (one stall per bed)

### Public Open Spaces

- Pedestrian plazas at both ends of the pedestrian bridge
- Urban forest between the freeway and the railroads

### Annual Reporting

We recommend annual reporting to the Orem City Council to track implementation progress. The progress report should coincide with the annual budgeting process to enable funding for specific activities. The progress report should also look forward, detailing the steps anticipated for the next year.



ECONOMIC DEVELOPMENT OUTREACH					
Activity	Type	Lead	Partners	Funding	When
Identify and regularly reach out to desired market segments (e.g. hotel, grocery) to attract desired economic activity.	Economic Development	Development Services	Property Owners, Potential Businesses	Orem City	Years 2-5+
BEAUTIFICATION					
Activity	Type	Lead	Partners	Funding	When
Explore options for open space on public and private property between the tracks and I-15.	Capital Project	Development Services	UTA, Union Pacific, UDOT	Possible Grant Funding	Years 4-5+
Explore adding trees to existing streetscapes and parking lots.	Capital Project	City of Orem	UVU, UTA	Possible Grant Funding	Years 3-5+
TRAILS					
Activity	Type	Lead	Partners	Funding	When
Explore, plan and build trails to connect to local and regional trail network.	Capital Project	Development Services	UTA, Union Pacific, UDOT	Possible State Trails Funding	Years 2-5+
Analyze pedestrian/bicycle improvements on south side of University Parkway.	Capital Project	Development Services	UDOT	Possible Grant funding	Years 5+
Explore possible trail along tracks and under University Parkway.	Study/Capital Project	Development Services	UDOT, Union Pacific, UTA	Possible Grant funding	Years 3-5+
Complete pedestrian/bicycle improvements on Geneva Road.	Capital Project	Development Services	UDOT, Property Owners	Possible Grant funding	Years 3-5+



# 5. Appendices

- A. Transportation Study | 34
- B. Market Study | 51
- C. Public Meeting Presentation Slides | 62



# Memorandum

Date: May 9, 2023  
To: Christie Oostema Brown, People+Place  
From: Jared Lillywhite, Fehr & Peers  
Subject: Orem SAP Existing Transportation Conditions

UT23-2423

## Introduction

Fehr & Peers has completed an analysis of existing transportation conditions within the Orem Station Area Plan study area (Figure 1). This analysis was informed by transit ridership data, pedestrian data, parking data, crash history, previous transportation plans (See Appendix A), and in-person observation. The purpose of this memorandum is to summarize the existing transportation conditions, needs, barriers, and opportunities that were identified in this analysis.



Figure 1. Orem SAP Study Area

2180 South 1300 East | Suite 220 | Salt Lake City, UT 84106 | (801) 463-7600 | Fax (801) 486-4638  
www.fehrandpeers.com

## Existing Transportation Data Review

This section summarizes the transportation data collected for this analysis, including:

- Transit Ridership
- I-15 Pedestrian Bridge Usage
- Parking Utilization
- Crash History

### Transit Ridership Data

The center of the study area is Orem Central Station. This station serves commuter rail (FrontRunner), Bus Rapid Transit (UVX), and local bus routes (Route 831/841 & Route 862). Fehr & Peers analyzed both rail and bus ridership data to identify trends and establish context for Orem Central Station. Figure 2 shows the systemwide average weekday boarding and alighting at each station on the FrontRunner line. Orem Central Station is the 5<sup>th</sup> busiest station on the route and the 2<sup>nd</sup> busiest in Utah County, behind Provo Central.

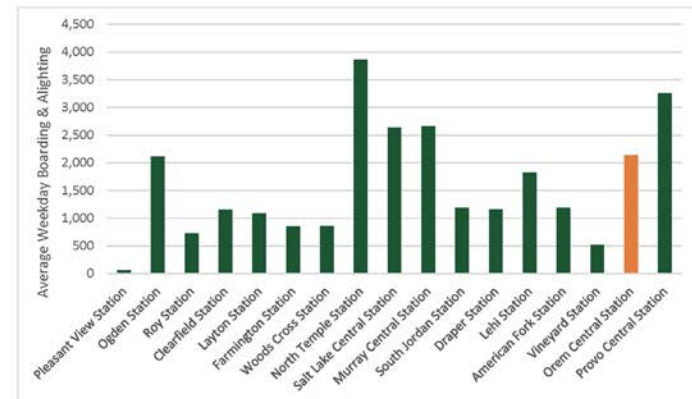


Figure 2. FrontRunner Average Weekday Systemwide Boarding &amp; Alighting (2017 - Jan 2023)

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Figure 3 and Figure 4 show the ridership trends for FrontRunner at the Orem Central station. Ridership increased steadily from 2017 to 2019, and then experienced a significant decline in 2020 due to the Covid-19 pandemic. FrontRunner ridership at Orem Central in 2022 was up 63% from 2020 levels and down 31% from 2019 levels. Average weekly FrontRunner ridership at Orem Central was down 22% in February 2023 compared to February of 2020.

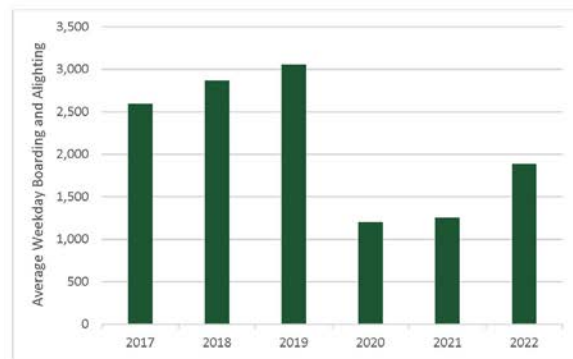


Figure 3. Orem Central Average Weekday FrontRunner Boardings and Alightings



Figure 4. Orem Central Average Weekly FrontRunner Ridership by month (Boardings and Alightings)

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Figure 5 shows the systemwide average weekday boardings and alights at each UVX station since January 2020. Orem Central Station has the 2<sup>nd</sup> highest boarding and alighting of any station across the UVX route.

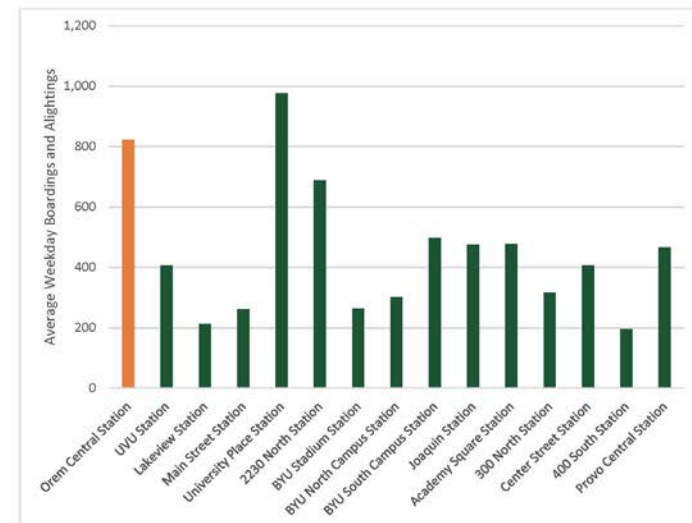


Figure 5. UVX System Average Weekday Boardings and Alightings (2020-Feb 2023)

Figure 6 shows the weekly average boarding and alighting counts for the UVX route at Orem Central Station. Figure 7 shows the same information for the two local bus routes that serve Orem Central, Routes 831/841 and 862. Both figures show a precipitous decline in ridership in March 2020, due to the Covid-19 pandemic, with a gradual increase from March 2020 to the present. Table 1 compares bus boardings and alightings at Orem Central between February 2020 and February 2023. Overall, bus boardings and alightings are down 37% at the station from pre-pandemic levels.



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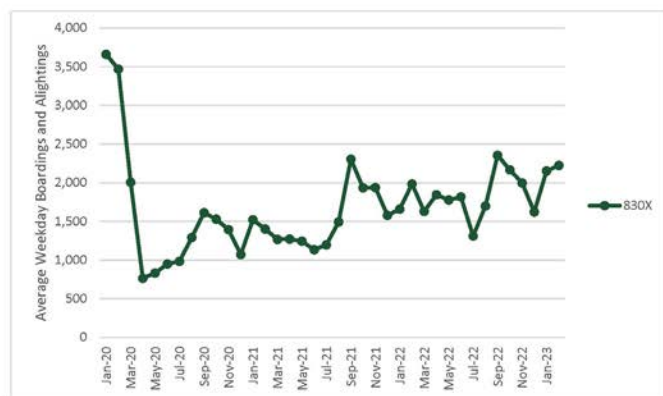


Figure 6. Average Weekday Boardings and Alightings at Orem Central Station, UVX

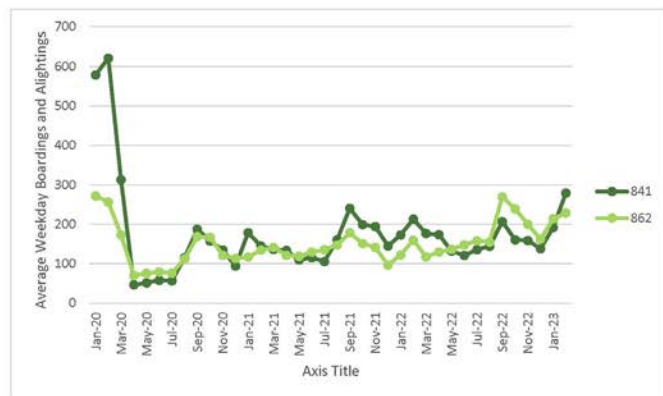


Figure 7. Average Weekday Boardings and Alightings, Local Bus Routes

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Table 1: Weekly Bus Ridership Data

Route	Feb-20	Feb-23	% Decline
UVX	3468	2225	36%
831/841	622	279	55%
862	256	229	11%
<b>Total</b>	<b>4346</b>	<b>2733</b>	<b>37%</b>

### I-15 Pedestrian Bridge Usage

In March 2021, a new pedestrian bridge opened connecting the Orem Central Station to the UVU campus, spanning I-15 and the train tracks. Usage data for the new facility is posted on UDOT's Automated Traffic Signal Performance Measures (UDOT ATSPM). The first month for which usage estimates are available is August 2021. This analysis considered usage data from October 2021, April 2022, and April 2023. As shown in Table 2, approximately 1,000 pedestrians are estimated to cross the bridge every day during these months with regular school in session. Figure 8 shows how those pedestrians are spread throughout the day, with the highest activity around 9:30 AM.

Table 2: Average Weekly Pedestrian Bridge Usage

Route	Average Daily Usage
October 2021	1145
April 2022	906
April 2023	986

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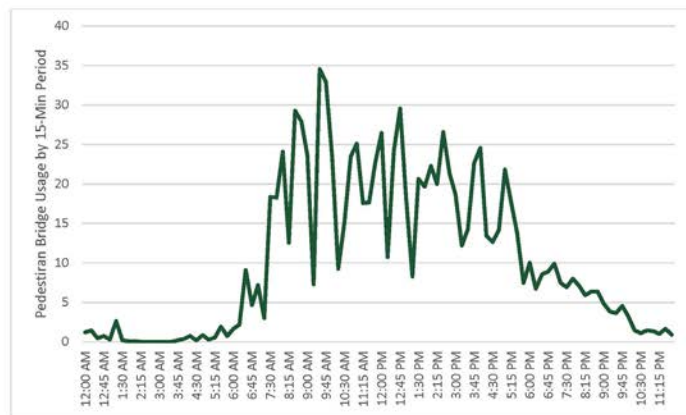


Figure 8. April 2023 Weekday Average Pedestrian Bridge Usage

### Parking Counts

In September 2021, Orem City took an inventory of parking lot utilization at several multi-family developments throughout the city. Table 2 shows the results of counts within the study area. Parking vacancy rates at these developments ranged from 14% to 21%, with a 47% vacancy rate at the UTA FrontRunner parking lot. These counts occurred during peak parking periods for the multi-family developments, but prior to peak parking periods for the FrontRunner station. In-person observation shows that the parking immediately surrounding the FrontRunner station is near full utilization. However, the additional spaces in the adjacent UVU parking lot that are marked for UTA parking are largely unoccupied during peak parking periods.

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Table 3: Study Area Parking Counts (September 2021)

Complex Name	Count Time	Occupied Stalls	Unoccupied Stalls	Observed Off-site Parking	Total Stalls	Parking Vacancy Rate
Axis/Promenade Place	6:05 AM	790	173	41	963	14%
Parkway Lofts	6:26 AM	437	103	0	540	19%
UTA FrontRunner Parking	6:30 AM	242	214	0	456	47%
Wolverine Crossing	5:56 AM	728	198	0	926	21%

### Crash History

Fehr & Peers obtained crash data from UDOT's statewide crash database for the years 2018 through 2022. As shown in Figure 9, total crashes decreased significantly from 2018 to 2019, but have increased in every year since then.

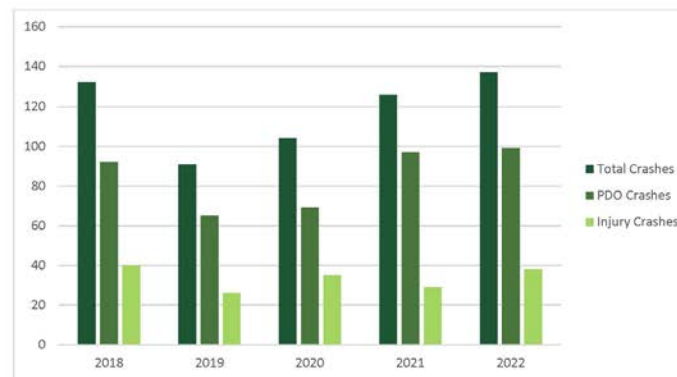


Figure 9. Study area crashes by year

Figure 10 shows the study area crashes (excluding crashes on I-15) during the last five years in the study area. Of the 620 crashes in the dataset, six involved a pedestrian and two involved a cyclist. Three of the six pedestrian-related crashes and both cyclist-involved crashes were injury-related. There were no reported fatalities in the study area. Injury-related crashes in the study area have been more heavily concentrated along the high-speed arterial roads, namely University Parkway and Geneva Road.

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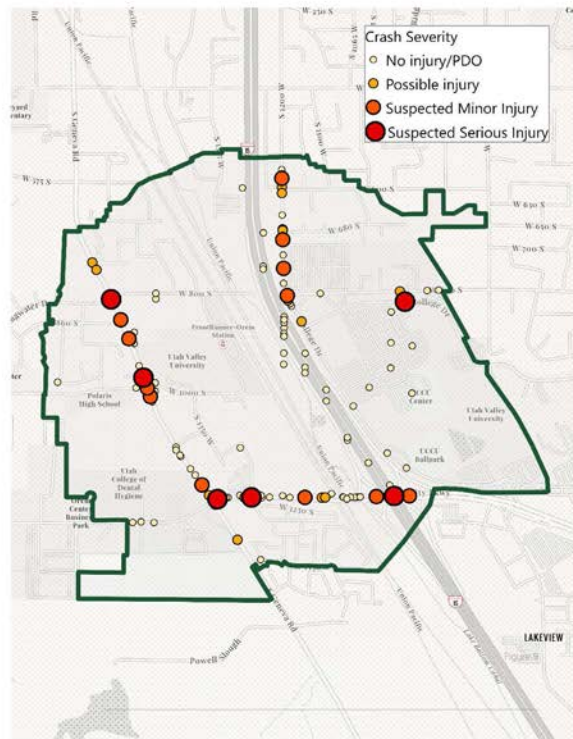


Figure 10. Study area (non-I-15) crashes by severity (2018-2022)

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## Transportation Needs

The purpose of this chapter is to summarize existing transportation needs in the study area. This summary is based on findings from existing transportation data, a review of previous studies, and in-person observation.

### Improved Active Transportation Connections

Both in-person observation and a review of existing transportation plans identified active transportation connections to the transit station as one of the primary transportation needs in the study area. The block of land bounded by Geneva Road, 800 South, I-15, and University Parkway contains three distinct multi-family developments, a UVU campus building, a hotel, a gas station/convenience store, ground-level retail space, and the transit station. This diversity of land uses creates a high demand for active transportation trips, but the area lacks a strong active transportation network to serve those trips. Each development has infrastructure to accommodate pedestrians within itself, but the sidewalks and trails end either at parcel boundaries or at large parking lots, leaving pedestrians to navigate an inhospitable environment to reach external destinations. Figure 11 shows an example of good pedestrian infrastructure within Wolverine Crossing, while Figure 12 shows how that accommodation fails to connect through the study area.



Figure 11. Example of pleasant pedestrian environment within Wolverine Crossing

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Figure 12. Example of lack of pedestrian connection to other developments

The development closest to the transit station is Parkway Lofts, which has two direct sidewalk connections to the transit station. However, each of these connections is gated. When Fehr & Peers was onsite for observation, one gate was closed and the other was open, but broken off the hinges (Figure 13 and Figure 14).

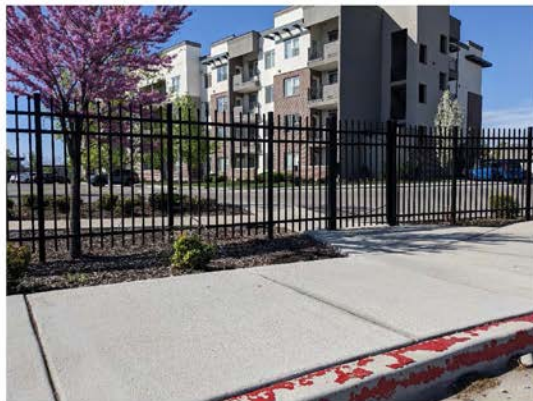


Figure 13. Closed pedestrian connection at Parkway Lofts

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Figure 14. Broken gate at pedestrian connection to Orem Central Station

Promenade Place is another student housing development in the study area with pedestrian facilities that do not connect to the rest of the study area. Figure 15 shows that the most direct path from the development to the transit station does not connect across the intermediate property. Pedestrians wishing to travel to and from the transit station to this development must either travel out of direction or across this unpaved section of private property.



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Figure 15. Missing connection for pedestrian path to transit

As discussed previously, a new pedestrian bridge opened in March 2021, connecting the developments on the west side to UVU's main campus east of I-15. The automatic counter shows this bridge serves approximately 1,000 daily weekday pedestrian trips. However, the entrances to the pedestrian bridge on both sides are in parking lots with little to no accommodation for pedestrians (Figure 16). Figure 17 shows the path a pedestrian would need to travel to stay on paved sidewalks with accessible crossings between Wolverine Crossing and UVU main campus under existing conditions. UVU has plans to add a pedestrian path connecting the bridge to the main campus in 2023, which will provide a more direct pedestrian path on the east side of the study area.



Figure 16. Pedestrian bridge and adjacent facilities

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Figure 17. Existing pedestrian path between Wolverine Crossing and UVU Campus

In person observation showed that bike parking at the student housing in the area was fully occupied (Figure 18), showing that demand for bike facilities is high for residents of the study area.



Figure 18. Occupied bike parking at Wolverine Crossing

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The need for improved active transportation connections in this area is highlighted in multiple adopted transportation plans, including the Orem Transportation Master Plan and the Orem Parks, Recreation, Trails, and Open Space Master Plan. MAG is currently updating the regional transportation plan for 2023 and has published a draft set of projects for public comment, with input from Orem City on priority projects. This list of projects includes improved bike and pedestrian facilities to the north and south of the study area, but there are no projects planned within the immediate area of the transit center.

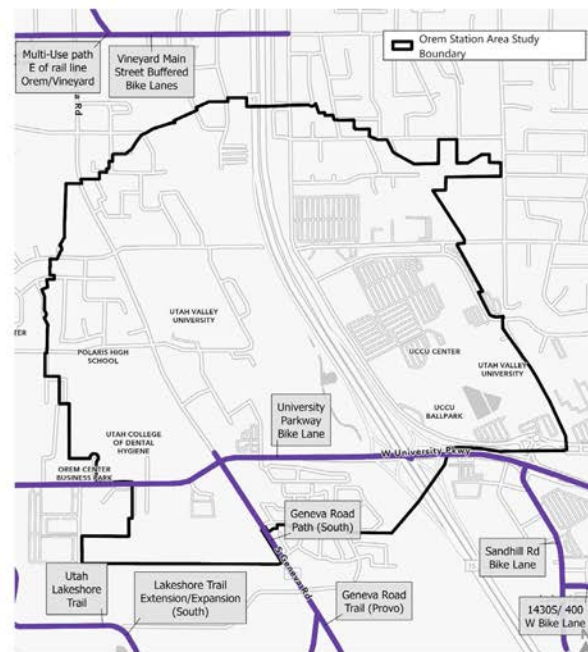


Figure 19. Draft MAG 2023 Priority AT Projects

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## Increased Vehicle Capacity

One of the previous studies reviewed by Fehr & Peers was a 2019 study<sup>1</sup> of transportation issues on and around the UVU campus. This study collected traffic volume data at all intersections in the study area in January 2019 and compared existing and projected 2050 traffic volumes to intersection capacity. The results shown in Figure 20 and Figure 21 show the 2019 AM and PM level of service, respectively, at each intersection. Level of service (LOS) is a metric to quantify traffic delay at an intersection. Typically, LOS D and above is considered acceptable for urban intersections during peak hour conditions. As seen in the figures below, several intersections were found to operate at unacceptable levels of traffic delay in the 2019 study.



Figure 20. 2019 AM Intersection Level of Service  
Source: UVU Area Plan Vision: Transportation Happiness for all Users, 2019

<sup>1</sup> UVU Area Plan Vision: Transportation Happiness for All Users



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Figure 21. 2019 PM Intersection Level of Service  
Source: UUV Area Plan Vision: Transportation Happiness for all Users, 2019

This study identified projects to mitigate the high levels of delay experienced at the freeway interchange and intersections to the east of the freeway. Some of these projects were formally adopted into the UUV transportation plan and have been included in the draft regional transportation plan, including:

1. 800 S Overpass, Ring Road Realignment
2. 800 S Access Management Improvements
3. Northbound Tunnel from I-15 Offramp to 1200 West
4. Campus Drive to SB I-15 Dual Lanes
5. 400 W Roundabout Improvements

However, no project has been planned to mitigate the failing conditions in the AM peak period at the intersection of 1250 W & University Parkway.

In addition to the vehicle capacity needs identified in the 2019 UUV study, the draft 2023 regional transportation plan (RTP) identifies capacity constraints on both I-15 and Geneva Road. These corridors serve as the primary and secondary north/south routes for vehicle travel in the region. The draft RTP includes plans to widen I-15 in Phase 1 (2032) and widen Geneva Road by phase 3 (2050). These widenings, particularly the widening of Geneva Road, would exacerbate the active transportation challenges described in the previous section. The planned highway projects are shown below in Figure 22.

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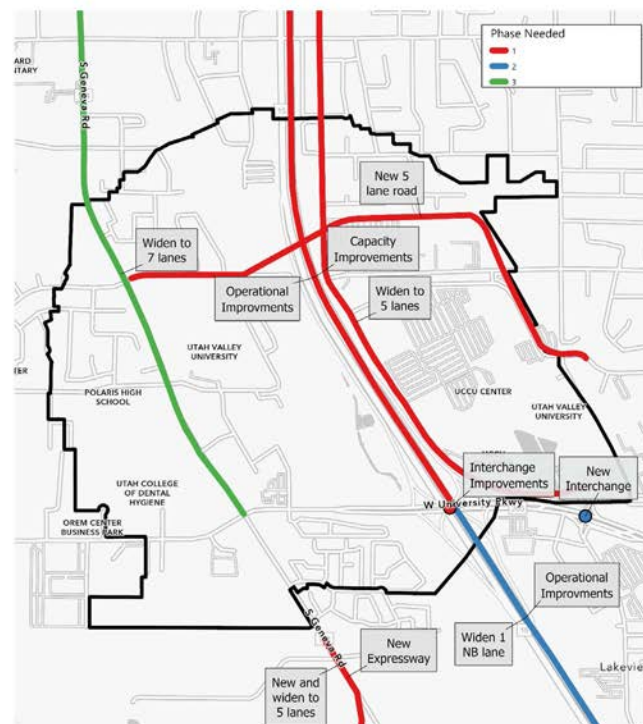


Figure 22. Highway Project Needs in MAG RTP

## Transit Improvements

A review of existing and planned transit routes in the study area shows a lack of transit connectivity to points north and south from the study area. All three bus routes that currently serve Orem Central Station route east/west through Orem and Provo. Improved transit connection to Vineyard is of particular importance in this study area due to the planned



development of the UVU vineyard campus. The transit projects planned in the draft 2023 MAG RTP will address this issue. The proposed projects are as follows:

- Phase 1 (2032):
  - Double track FrontRunner: This will allow for increased FrontRunner service.
  - UVX Extension to Vineyard: This will connect to the Vineyard UVU campus.
- Phase 2 (2042):
  - Central High Frequency Corridor: This is a plan for new BRT or Light Rail Service from Lehi to Provo. The alignment is still to be determined, but one possible route would connect to Orem Station.
  - FrontRunner Electrification
- Phase 3:
  - Central High Frequency Corridor: Increased capacity for the existing UVX route

The projected transit projects are shown below in Figure 23.

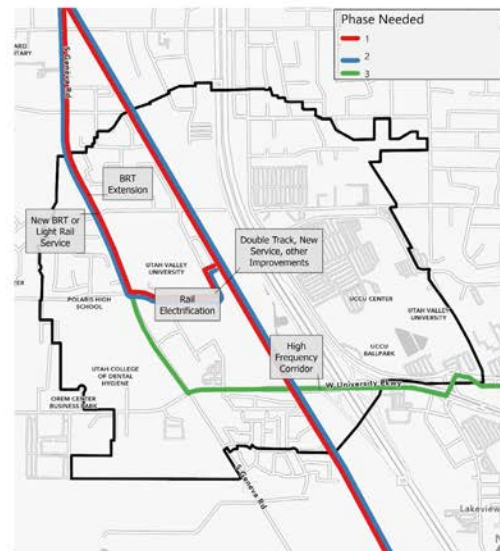


Figure 23. Projected Transit Projects in MAG 2023 Draft RTP



## Improved Safety on Surrounding Roads

As discussed previously, vehicle crashes have increased in the study area every year since 2019. The transit station area is surrounded on the east side by I-15 and on the south and west sides by major arterial roads. As shown in Figure 24, the biggest hot spot for crashes is the I-15/University Parkway Interchange. The MAG RTP has a planned project to improve this area. The next highest areas of crashes, however, do not have planned improvements. 1250 W/ University Parkway is a two-way stop-controlled intersection with high crash density. The slope from the nearby interchange limits visibility at this intersection, which is likely contributing to the crash history. The other area that shows a high crash density is the 800 South/Geneva Road intersection. This is a signalized intersection with no protected left turns. Both intersections should be studied for potential safety improvements.

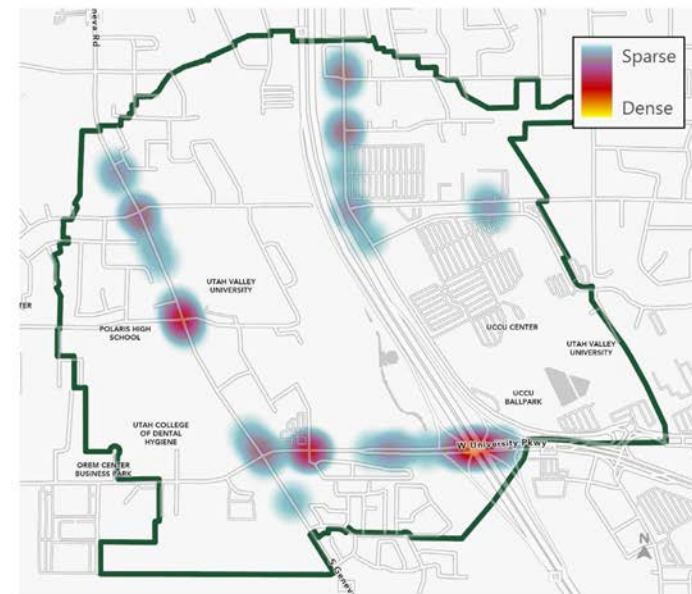


Figure 24. Crash density heat map (non-freeway crashes)



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As discussed previously, active transportation facilities could also improve the safety of the study area. University Parkway has a sidewalk on just the north side of the road east of Geneva Road and no sidewalk on the west side of Geneva Road. There are no bike facilities on University Parkway. Geneva Road has sidewalk and bike facilities on both sides of the road north of University Parkway, but there are no protected bike facilities on the 45 MPH 5-lane facility and no bike facilities of any kind to the south of University Parkway.

## Barriers, Constraints, Opportunities

The purpose of this chapter is to summarize existing barriers, constraints, and opportunities for transportation in the study area.

### Barriers and Constraints

#### Transportation Access

Large, limited-access transportation facilities (I-15, Geneva Road, University Parkway, and train tracks) bisect the study area in both directions. Some undeveloped parcels are cut off from transportation access by these major facilities, particularly between the train tracks and I-15. These parcels are shown below in Figure 25.

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Figure 25. Undeveloped parcels with limited transportation access

### Competing Priorities

One of the primary barriers facing the study area is the competition between transportation functions of study area facilities. The key connection for transit access within the study area is between UVU and the transit center and adjacent developments. However, these key locations are separated by I-15, Geneva Road, and the train tracks, which are each key north/south regional transportation corridors. Each of these corridors is planned to be widened in the future to meet growing regional transportation demands. Without careful planning and mitigation, these projects have potential to further limit connectivity between project sites.

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### Existing Development

As discussed previously, the existing developments around the transit center lack active transportation connectivity between themselves. Retroactively fitting connections through existing development is more challenging than planning paths and trails through undeveloped property.

### Opportunities

#### Underutilized Surface Parking

A substantial portion of the study area is dedicated to surface parking lots owned by UVU, UTA, and private residential developments. In-person observation (Figure 26) and aerial imagery (Figure 27) show that the UVU parking lot west of the transit station is largely underutilized. Conversations with UVU confirm that this parking lot is underutilized and could be repurposed for other uses. As discussed, this area lacks facilities for active transportation. A repurposing of this space could include a planned network of trails and paths.



Figure 26. Underutilized UVU parking lot west of transit center

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Figure 27. Aerial Imagery of underutilized UVU parking lot

### Planned Projects

The existing transportation plans include projects that will provide opportunities to improve transportation conditions in the study area. One project that could be particularly impactful is the planned extension of 800 South with a new bridge across I-15 toward the north portion of the study area (Figure 28). This will provide another direct access to the transit station for all transportation modes, allowing bus routes to realign for improved efficiency and help potential transit riders more directly access UTA services. Furthermore, the planned bridge could open transportation access to the parcels between the train tracks and I-15, allowing for new productive uses of the space. This project should be designed with proper facilities for all modes of transportation to maximize the positive transportation impact.



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Figure 28. Planned 800 South Project

Another opportunity is the planned Lakeview Parkway extension project to the south of the study area. This will bring a connection to the statewide network of multi-use trails to the border of the study area. To best take advantage of this opportunity, a trail should be implemented to connect the Lakeview Parkway trail to the Orem Central Station.

### UVU Partnership

Much of the study area is made up of land owned by Utah Valley University, and much of the remaining portion houses university students. UVU has shown a willingness to partner with other agencies to enhance transportation options in and around their campus. For example, UVU has partnered with UTA to provide free transit passes to all faculty, staff, and students. They have also partnered with UDOT in the construction of the heavily used pedestrian bridge connecting the transit station to the main campus. Representatives from UVU mentioned that these measures, along with the construction of the Utah Valley Express (UVX), have significantly reduced parking

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demand on campus. The willingness of the key landowner to partner toward a shared transportation vision, along with the student-oriented nature of the study area demographics presents an opportunity to maximize the potential of the transit station in a unique way.

## Conclusion

The purpose of this memorandum was to summarize existing transportation conditions near the Orem Station area and identify needs, barriers, constraints, and opportunities. Key findings from this study include the following:

- Existing Conditions
  - Transit ridership in the area has been steadily increasing since the beginning of the Covid-19 pandemic but is still below pre-pandemic levels.
  - The new pedestrian bridge between the transit station and UVU main campus is heavily used, with peak usage occurring between 8-10 AM.
  - Parking vacancy rates at residential developments in the study area are between 14%-21% during peak parking periods.
  - Study area vehicle Crashes have increased every year since 2019.
  - Many study intersections are at or near vehicle capacity during AM and PM peak periods.
- Transportation Needs Include:
  - Improved active transportation connections to the transit center from nearby developments.
  - Mitigating congestion at key intersections (I-15/University Parkway interchange, 1250 West/University Parkway) and corridors (Geneva Road).
  - Increased bus service to points north and south.
  - Safety improvements along University Parkway (particularly at 1250 West) and Geneva Road (particularly at 800 South), including active transportation facilities on these corridors.
- Barriers and Constraints
  - Transportation access to study area parcels is limited due to large, regional limited-access transportation facilities.
  - The study area serves a key regional role in transportation while also requiring key local transportation connections.
  - Existing developments have limited connectivity for active transportation.
- Opportunities
  - Surface parking near the transit area is underutilized. This space could potentially be repurposed for more productive uses.

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- o Planned transportation projects will likely provide greater connectivity within and external to the study area.
- o UVU has expressed willingness to continue partnering to improve multimodal transportation. Because they control much of the study area land and have influence over travel behavior of many study area residents, their partnership has potential for significant results.

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## Appendix A: Review of Existing Transportation Plans





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# Memorandum

Date: May 9, 2023  
To: Christie Oostema Brown, People + Place  
From: Jared Lillywhite, Fehr & Peers  
Subject: **Orem SAP - Summary of Existing Transportation Plans**

UT23-2423

## Introduction

The purpose of this memorandum is to summarize the results of the plan review conducted by Fehr & Peers to identify planned projects affecting the study area for the Orem Station Area Plan. The following documents were reviewed:

- Orem Transportation Master Plan (TMP) (2022 Draft Update)
- Mountainland Association of Governments (MAG) TransPlan 50 (2019 Adopted version)
- Orem Parks, Recreation, Trails, and Open Space Master Plan (2021)
- Orem Bicycle and Pedestrian Plan (2010)
- Imagine Orem: Geneva Road Plan (2017)
- Imagine Orem: Orem City Parking Study (2019)
- Utah Valley University (UVU) Facilities Master Plan (2021 UPDATE)

## Plan Review

### OREM TRANSPORTATION MASTER PLAN (2022 DRAFT UPDATE)

The City of Orem has sought to address and accommodate significant regional growth through its Transportation Master Plan (TMP). The TMP is a product of cooperative planning efforts between the City, its residents, and regional stakeholders such as the Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA),

and other relevant regional entities. The plan documents the existing transportation network and conditions, identifies deficiencies, and discusses possible improvement or mitigation alternatives. The plan identifies improvements planned through the MAG Regional Transportation Plan (RTP) and non-RTP improvements for which Orem City will bear financial responsibility in the 2030 capital improvements plan.

The plan states Orem's desire to be actively involved in supporting transit as a viable and attractive alternative transportation mode through planning and lobbying efforts, and the TMP highlights both the FrontRunner commuter rail and bus rapid transit (BRT) plans in the transportation system. The plan also discusses a planned light rail project through Orem City. On MAG's RTP, a planned light rail project runs along University Parkway to the west side of the city then continues north, with an alternative route proposed along State Street. The Orem TMP adopts the State Street alignment as the city's preferred alternative, stating the city will work with MAG to adjust the planned alignment on the next phase of the plan. Also included is the improvement of the FrontRunner to include electrification and a double track.

The plan also includes design specifications and guidelines which establish Orem's expectations for changes in the transportation system, such as traffic calming improvements, crosswalk installation criteria, and speed limit policies. Geneva Road is designated as a major truck route along the west edge of the city and 1200 West is designated as an alternative truck route. These designations are intended to keep the impacts of truck travel limited to these routes and away from quieter streets. It will be important to keep in mind the role these roadways serve within the SAP boundary.

The following is a list of transportation projects from the 2030 Capital Improvement Program that fall within the study area:

- 1200 W (Sandhill Road to I-15) – Widen to 5 lanes
- I-15/Orem 800 S Overpass
- 1600 W (Connection to Geneva Road)
- Traffic Signal – 800 S 1200 W
- Lakeview Parkway (Geneva Road to Southern Boarder) – New 5 lane road

### MAG TRANSPAN 50 (2019)

TransPlan50 is the 2019 iteration of the regional transportation plan undertaken by MAG. This planning effort is done iteratively every four years and focuses on building a robust, multimodal transportation system for the region by coordinating project prioritization and phasing with federal funding streams. The 2019 plan that was reviewed is the latest adopted plan, while the 2023 update is currently being drafted. The plan addresses the needs of automobile, transit, and

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active transportation users out until the year 2050. The plan highlights a strong need for future transit investments and notes that current funding expectations will not be sufficient to meet these needs. However, it communicates a strong desire to invest heavily into the transit system, including the creation of a light rail service, additional BRT routes, and upgrades to the FrontRunner. Many of these upgrades are expected to interface with the Orem SAP or be constructed in proximity. The plan also notes a higher propensity for active transportation in the immediate area around the Orem SAP. In the project section, the plan also records that Geneva Road is planned for a lane widening through each phase, the now-built pedestrian bridge to Utah Valley University, and the future creation of the Central Light Rail Line.

Specific projects in the 2019 version of the TransPlan50 that fall within the project area include:

- Highway
  - Orem 1200 W - *Widen to 5 Lanes*
  - Orem Geneva Rd - *Widen to 7 Lanes*
  - I-15/Orem 800 S/Campus Dr - *New 5 Lane Road/I-15 Bridge*
  - I-15 Widening - *12 Lane Freeway; University PKWY to SF US-6 then 8 Lanes to Payson*
  - I-15/University Parkway - *Grade Separated Off Ramp*
  - I-15/Alternatives Study; Lehi to Payson - *Study to identify the needs of the I-15 corridor*
  - I-15 Parallel Corridor; Pioneer Crossing BLVD to University PKWY - *New Freeway*
  - I-15 Parallel Corridor; University PKWY to Payson - *New Freeway*
- Transit
  - FrontRunner Double-Track
  - FrontRunner Electrification
  - Central Light Rail Line – *New Construction*
- Active Transportation
  - UVU Pedestrian Bridge – *Already constructed*
  - Orem FrontRunner Station Trail
  - Lakeview Parkway Trail
  - Geneva Road Bike Lanes
  - I-15 / Orem 800 South Crossing Multi-Use Path

### Orem Parks, Recreation, Trails, and Open Space Master Plan (2021)

The Parks, Recreation, Trails, and Open Space Master Plan is an interim update to the plan that was updated in 2017. The master plan provides a comprehensive needs analysis and direction for

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the effective and equitable planning for parks, recreation and trails development during the 10-year planning horizon and beyond.

The plan summarizes the existing conditions of trails in the city of Orem, which includes over 50 miles of trails, paths, and bike lanes. The plan proposes 99.5 miles of new trails, paths, and bike lanes, which would bring the total mileage to 151. Proposed trails within the Orem SAP study area include:

- Proposed bike lanes on Geneva Road and University Parkway
- Proposed regional trail through UVU
- Proposed multi-use path to Orem FrontRunner Station.

### OREM BICYCLE AND PEDESTRIAN PLAN (2010)

The Orem Bicycle and Pedestrian Plan was developed in 2010 and set forth the City's long-term goals and policies with regards to active transportation, supporting Orem City's vision of becoming the most bicycle and pedestrian friendly city in Utah. The plan reviews existing conditions, constraints, and opportunities for active transportation, with recommendations for projects and policy crafted from robust community engagement.

This plan was crafted prior to construction of the Orem FrontRunner Station but included planned active transportation connections in and around the station area. Many of the planned improvements identified in this plan have since been constructed. The Orem Parks, Recreation, Trails, and Open Space Master Plan (summarized above) incorporated the unfinished aspects of this plan.

### IMAGINE OREM: GENEVA ROAD PLAN (2017)

In 2017, the City of Orem was awarded a grant from the Environmental Protection Agency (EPA) to study and create a plan for the Geneva Road area in Orem. The Geneva Road Plan studied the area from 1600 North to 800 South in order to respond to local brownfield challenges through assessment, cleanup, and reuse of the corridor. The plan was broken into seven key areas that would support this process: land use, transportation, market analysis, redevelopment, and implementation. The plan identified a planned bicycle path and multi-use trail within the area of the SAP. To support the desirable redevelopment of the area, the introduction of a new zoning designation and a set of design guidelines were put forth in order to generate the mixed-use development of properties in a manner desired by the community. In addition, several key funding sources for environmental remediation and economic development were identified, which may support future investments in the area.

Christie Oostema Brown, People + Place  
5/9/2023  
Page 5 of 5



### IMAGINE OREM: OREM CITY PARKING STUDY (2019)

The Orem City Parking Study was prepared in 2019 and serves as a guiding document to provide recommendations for new parking requirements for selected land uses. These recommendations are based on recognized standards, local parking counts, and proximity to existing and future transit. Using these factors, an analysis was made to inform the recommendations for selected land uses. The selected land uses include single family attached, multifamily, retail/office, mixed use with shared parking, and transit-oriented development (TOD) categories. Parking recommendations were made for each land use. Notably, mixed-use and TODs received a lower than locally standard recommended parking minimum. The study notes that, because TODs make it possible to live, study, and work without a car, parking reductions of 25-50% below mixed-use requirements can be recommended for these developments. Specific ranges were given for the other land uses, ranging broadly in terms of evaluating parking space requirements by floor area or bedroom units. A key recommendation of the study was that Orem shift its parking requirements for new developments away from the standard a per-unit parking requirement and utilize a per-bedroom standard.

### UTAH VALLEY UNIVERSITY FACILITIES MASTER PLAN (2021 UPDATE)

The Utah Valley University (UVU) Facilities Master Plan was created in 2021. The plan examined the Orem campus's need to densify and intensify academic uses through the development of infill and centralization opportunities. The document touches on areas of design related to land use, pedestrian and vehicular circulation, streetscape, and building typology. To support circulation on the Orem campus, UVU plans to expand its multimodal transportation amenities, including expansions in roadways, improved linkages to rail and BRT, additions to the walking and biking network, and ensuring adequate parking is met for campus needs.

A standalone portion of the Orem campus falls within the SAP scope, immediately adjacent to the Frontrunner station, linked by a pedestrian bridge over I-15 that connects the station and existing student housing to the rest of campus. The document includes a 25-year development plan for this area, which will include the addition of a new academic building to the campus as well as an overpass via 800 S over I-15 that will be supportive of automobiles, transit, and active transportation, identified from the MAG RTP. This will serve as an additional opportunity to bypass the significant barrier that is I-15.



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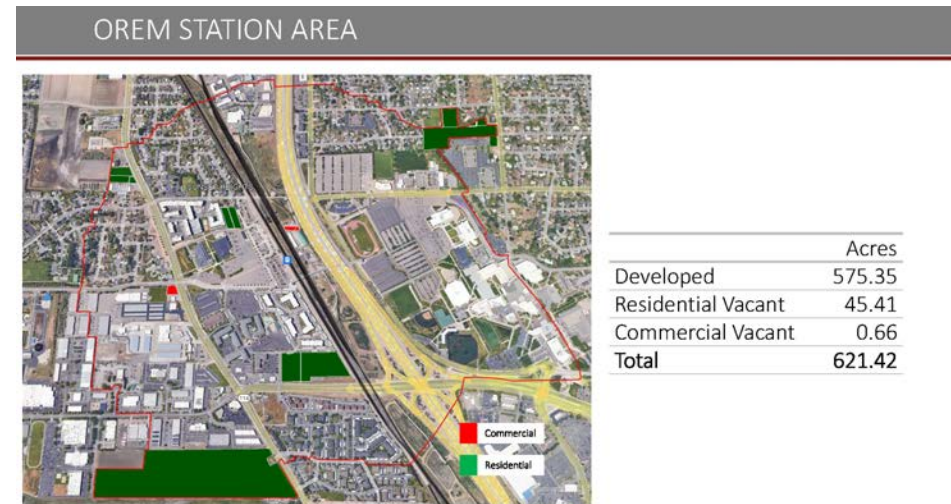
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## Orem Station Area Plan

March 2023

ZIONS PUBLIC FINANCE, INC.



### POTENTIAL DEVELOPMENT SCENARIO – 4

- Most land develops as planned, but parcel 19:034:0147 develops commercially; with incentives
  - 9.25 acres single-family residential
  - 7.99 acres multi-family residential (75 units per acre)
  - 0.66 acres retail
  - 28.17 acres business park/industrial

	Projected Absorption			
Land Use Category	2023 – 2027	2028 – 2032	2033 – 2037	Totals
Single Family Units	37	0	0	<b>37</b>
Multi Family Units – 30% capture	510	89	0	<b>599</b>
Multi Family Units – 50% capture	599	0	0	<b>599</b>
New Households – 30% capture	547	89	0	<b>636</b>
New Households – 50% capture	636	0	0	<b>636</b>
Retail	11,007 sf	0 sf	0 sf	<b>11,007 sf</b>
Business Park/Industrial	256,000 sf	210,309 sf	0 sf	<b>466,309 sf</b>
New Jobs Created	12	0	0	<b>323</b>

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## Demographics

ZIONS PUBLIC FINANCE, INC.



## KEY DEMOGRAPHICS



	Orem	Utah County	State of Utah
Median Age	28.8	24.6	30.7
Average Household Size	3.21	3.53	3.08
Median Household Income	\$70,412	\$82,893	\$79,133
Median Home Value	\$329,000	\$367,200	\$339,700
Median Monthly Housing Costs	\$1,584	\$1,754	\$1,682
Median Gross Rent	\$1,144	\$1,199	\$1,171
Persons in Poverty	10.5%	8.1%	8.6%

Source: 2021 ACS 5-Year Estimates

## POPULATION ESTIMATES

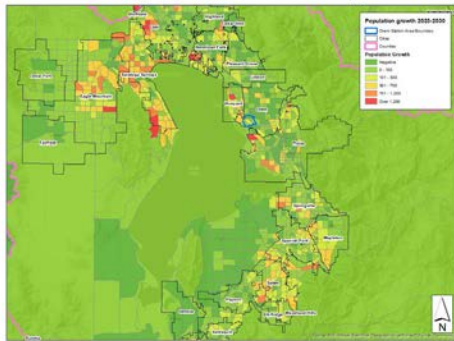
## Utah County Population Growth Projections

	2020	2030	2040	2050
Lindon	11,987	12,601	13,029	13,105
<b>Orem</b>	<b>96,493</b>	<b>102,424</b>	<b>115,496</b>	<b>126,481</b>
Pleasant Grove	43,440	45,723	47,237	47,647
Provo	112,323	130,051	141,888	144,094
Vineyard	13,700	24,964	33,914	35,942
<b>TOTAL</b>	<b>277,943</b>	<b>315,763</b>	<b>351,564</b>	<b>367,269</b>
<b>Growth from Prior Period</b>		<b>37,820</b>	<b>35,801</b>	<b>15,705</b>

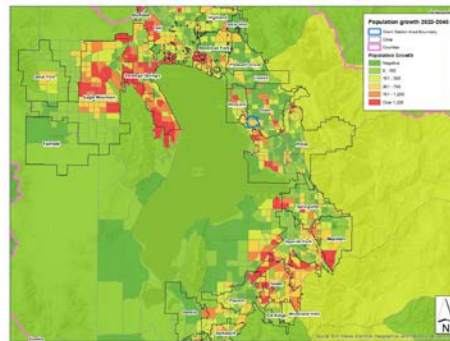
Source: WFRC

## POPULATION GROWTH ESTIMATES

Utah County Population Growth Through 2030

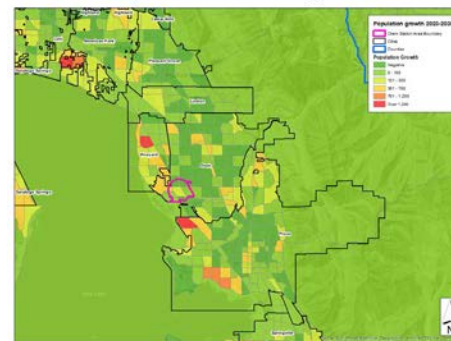


Utah County Population Growth Through 2040

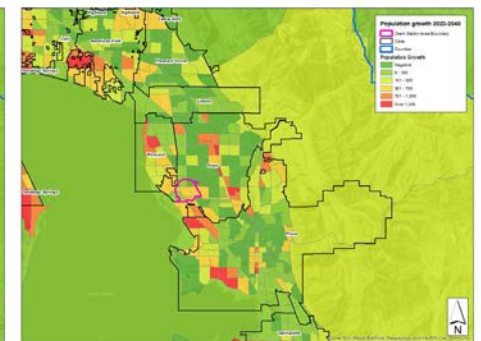


## POPULATION GROWTH ESTIMATES

Orem Population Growth Through 2030



Orem Population Growth Through 2040



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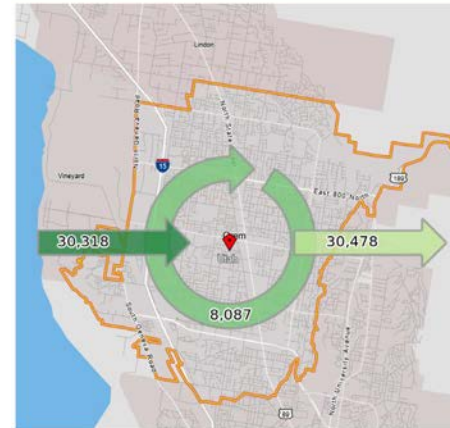
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## Economic Opportunities

Utah Code 10-9a-403.1 (7) (a) (ii)

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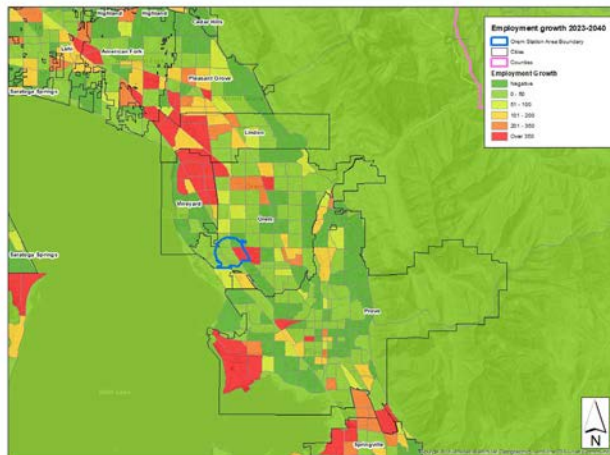
## WORKFORCE



Source: US Census On the Map, 2019

- 79% of labor force is exported to other communities
- Average commute is 18.4 minutes one way
  - Utah County average is 22.2 minutes one way
- Average wages in the City are \$3,860 compared to \$4,745 across Utah County
- Labor force participation rate of 71.8%
- Unemployment rate of 2.3%
- Top industries for Orem labor force
  - Education and health care – 26.0%
  - Professional and management – 15.1%
  - Retail trade – 13.1%

## WORKFORCE



Significant employment growth is projected for central Utah County, with an increase of nearly 30,000 jobs by 2040.

## WORKFORCE

### Utah County Employment Growth Projections

	2020	2030	2040	2050
Lindon	7,186	9,436	11,073	13,614
<b>Orem</b>	<b>44,069</b>	<b>46,242</b>	<b>46,030</b>	<b>46,525</b>
Pleasant Grove	14,060	16,495	18,769	21,578
Provo	75,428	79,691	85,746	89,519
Vineyard	1,622	5,279	9,029	13,573
<b>TOTAL</b>	<b>142,365</b>	<b>157,143</b>	<b>170,647</b>	<b>184,809</b>
<b>Growth from Prior Period</b>		<b>14,778</b>	<b>13,504</b>	<b>14,162</b>

Source: WFRG

### OPPORTUNITIES UNDER EXISTING CONDITIONS



### OPPORTUNITIES UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (A)  
Geneva Road & University Parkway



- Major intersection in the area that will see over 60,000 ADT by 2050
  - Currently sees approximately 25,000 ADT
- Possibility to develop retail on vacant land on north side of street to capture additional sales tax
- Possibility to develop office, despite current market conditions, with an anchor tenant who wants high visibility

### OPPORTUNITIES UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (A)

- Holiday Inn Express is within the boundaries and could help bring in supporting retail, such as restaurants



### OPPORTUNITIES UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (A)

- Additional vacant 6.5 acres of land is directly adjacent to the hotel
  - Current ownership appears to be planning this for future high-density housing
  - Could be location for smaller supporting retail
  - Could support an office or business park user that desires high visibility from I-15





## OPPORTUNITIES UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (A)

- Orem Center Business Park is well developed and has a mix of office and industrial users



## OPPORTUNITIES UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (A)

- Additional vacancy in business park allows for additional users to enter the City in short order, without additional land needing to be developed
- Vacant land on the southern border of station area boundary (Parcel 19-034:0147) could be a good extension to allow for additional office and industrial users to enter the area
  - Good access from I-15, Geneva Road and University Parkway
  - Could allow for synergies with Utah Valley University



## OPPORTUNITIES UNDER EXISTING CONDITIONS

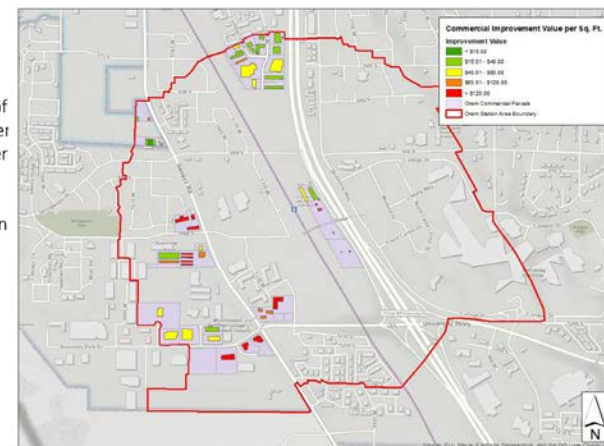
Utah Code 10-9a-403.1 (8) (a) (ii) (A)

- Utah Valley University is the largest single landowner in the station area boundaries and has land on both sides of I-15
  - Major regional draw with very large daytime population
  - Pedestrian bridge across I-15 allows for better flow of people around the area
  - Dual mission of UVU could create opportunities to attract businesses that would benefit from the educational offerings
- Housing
  - Student housing in dense complexes immediately adjacent to FrontRunner station
  - Single-family residential in area allows for additional support for both retail shopping and job creation/support
  - Without incentives, additional multi-family would likely be limited to 4-story, wood frame construction

## OPPORTUNITIES UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (A)

- Opportunities for redevelopment
  - Commercial at north of station area has a lower improvement value per square foot
- Abandoned building on southeast corner of Geneva Road & University Parkway intersection



## OPPORTUNITIES UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (A)

- Opportunities for redevelopment
  - Abandoned building on southeast corner of Geneva Road & University Parkway intersection
  - Potential for up to 6.5 acres of additional land for development



## CONSTRAINTS UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (B)

- Lack of available vacant land limits options for new development to come into area
  - 92% of the land in the station area boundaries is currently developed
- Redevelopment of lower cost or older development is often cost prohibitive
- Regional competition for both retail and office may limit the potential for options in the station area
- Vineyard Station is planned for large development in greenfield site, allowing for more cohesive planning and development under one developer
  - Approved for HTRZ, which will facilitate more dense construction

## CONSTRAINTS UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (B)



- Approximately 2.6 miles north of Orem FrontRunner Station
- Vineyard HTRZ totals approximately 217 acres that is currently undeveloped
- Potential for:
  - 17,000 housing units
  - 2.6 million SF office space
  - 590,000 SF retail space
- Area is zoned for unlimited height and density, which allows for much denser development than is contemplated in Orem Station Area
- Will likely serve as a regional draw for office and retail users

## CONSTRAINTS UNDER EXISTING CONDITIONS

Utah Code 10-9a-403.1 (8) (a) (ii) (B)

- Density of housing options will be somewhat limited due to market conditions
  - Market currently supports approximately 35 units per acre with 4-story wood frame construction
  - Greater density not feasible (without incentives) largely due to parking considerations
    - Surface parking costs approximately \$3,500/stall
    - Structured parking costs approximately \$25,000 – 30,000/stall
- Type IIIA – Podium and Type V – Wrap would not be constructed without incentives
  - Allow for more density

Stories	Type IIIA – Podium
7	Wood Framing
6	Wood Framing
5	Wood Framing
4	Wood Framing
3	Wood Framing
2	Concrete Podium
1	Concrete Podium

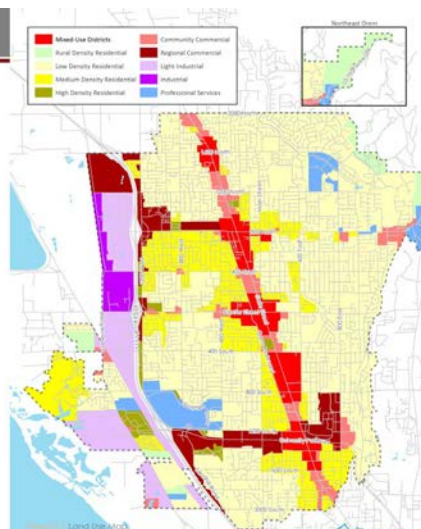
Stories	Type V – Wrap
4	Wood
3	Wood Enclosed Parking
2	Wood Structure
1	Wood Concrete

Stories	Type V – Surface Parked (Typical)
4	Wood Framing
3	Wood Framing
2	Wood Framing
1	Wood Framing

## MUNICIPALITY'S OBJECTIVES

Utah Code 10-9a-403.1 (8) (a) (ii) (D)

- City's General Plan identifies land in the station area boundaries for a mix of industrial, professional services, and residential uses
- Site is almost completely developed currently (93%) with only approximately 46 acres undeveloped
  - Undeveloped acres are mostly planned for low-density or rural density residential



## MUNICIPALITY'S OBJECTIVES – ECONOMIC NODES

Utah Code 10-9a-403.1 (8) (a) (ii) (D)



- Adjacent to UVU Campus and contains several student housing development
- UVU campus on both sides of I-15 provides excellent daytime population
- Orem Business Park is a key industrial hub in the City

## ECONOMIC OPPORTUNITIES

Utah Code 10-9a-403.1 (7) (a) (iii)

## Highest and Best Use Analysis – Developer Perspective

Type	Likely CAP Rates*	Profit Percentage
Office	6.5%	9%
	7.0%	1%
Multi-Family - 20 units per acre	4.0%	29%
	4.5%	14%
Retail	5.5%	16%
	6.0%	6%
Industrial/Flex Office	4.5%	39%
	5.0%	25%
	5.5%	14%

\*Likely CAP rates were determined through a review of broker reports and properties for sale in the Utah County market.

## ECONOMIC OPPORTUNITIES

## Fiscal Impacts – City Perspective of Highest and Best Use

Summary Comparison	Office	Retail	Multi-Family - 20 units per acre	Multi-Family - 8 units per acre	Flex Office
Property Taxes	\$3,828	\$2,216	\$2,035	\$895	\$2,775
Sales Taxes		\$21,780	\$6,690	\$2,676	
Municipal Energy	\$2,086	\$1,372	\$1,177	\$471	\$2,086
Class B/C Road Funds			\$1,803	\$721	
<b>Total Annual Revenue per Acre</b>	<b>\$5,913</b>	<b>\$25,368</b>	<b>\$11,705</b>	<b>\$4,764</b>	<b>\$4,861</b>



## ECONOMIC OPPORTUNITIES

Utah Code 10-9a-403.1 (7) (a) (iii)

## Sales Tax Leakage

- Looks at taxable sales within a community and compares it to expected taxable sales, based on based on population and average per capita spending
- Capturing 100% indicates a City is capturing what a normal City would expect to see in taxable sales
- Capturing over 100% indicates that the City experiences higher than projected taxable sales
  - Could be due to an abundance of a certain type of business or due to a higher concentration of sales tax generating businesses
- Capturing under 100% indicates that the City has a gap between what it could collect and what it is collecting

## ECONOMIC OPPORTUNITIES

## Sales Tax Leakage – Total

	Leakage Amount	Percent Captured
Total	\$56,240,952	102%

## Sales Tax Leakage – Categories of Largest Capture (Dollar Amount)

Category	Leakage Amount	Percent Captured
General Merchandise Stores	\$141,485,801	145%
Motor Vehicle and Parts Dealers	\$88,200,811	125%
Furniture and Home Furnishings Stores	\$61,269,211	212%
Clothing and Clothing Accessories Stores	\$60,287,734	169%
Sporting Goods, Hobby, Book, and Music Stores	\$46,958,380	180%

## ECONOMIC OPPORTUNITIES

## Sales Tax Leakage – Categories of Largest Leakage (Dollar Amount)

Category	Leakage Amount	Percent Captured
Miscellaneous Store Retailers	\$(226,947,613)	28%
Accommodation	\$(73,844,082)	21%
Nonstore Retailers	\$(51,316,053)	79%
Gasoline Stations	\$(26,472,814)	55%
Arts, Entertainment, and Recreation	\$(19,977,386)	49%

Areas for the City to specifically focus on to generate the greatest return in the form of increased sales tax revenues

## ECONOMIC OPPORTUNITIES

## Sales Tax Leakage

Category	Leakage Amount	Percent Captured
General Merchandise Stores	\$141,485,801	145%
Motor Vehicle and Parts Dealers	\$88,200,811	125%
Furniture and Home Furnishings Stores	\$61,269,211	212%
Clothing and Clothing Accessories Stores	\$60,287,734	169%
Sporting Goods, Hobby, Book, and Music Stores	\$46,958,380	180%
Food Services and Drinking Places	\$21,389,281	109%
Food and Beverage Stores	\$15,799,024	107%
Health and Personal Care Stores	\$11,329,389	144%
Electronics and Appliance Stores	\$10,469,941	119%
Building Material and Garden Equipment and Supplies Dealers	\$4,308,343	102%
Other Services	\$(6,699,013)	91%
Arts, Entertainment, and Recreation	\$(19,977,386)	49%
Gasoline Stations	\$(26,472,814)	55%
Nonstore Retailers	\$(51,316,053)	79%
Accommodation	\$(73,844,082)	21%
Miscellaneous Store Retailers	\$(226,947,613)	28%
Total	\$56,240,952	102%

## ECONOMIC OPPORTUNITIES

## Industrial Development

- Demand in Utah County remains very high
  - 1.45% overall vacancy in 2022
    - National average – 4.1%
  - 3.2 million SF absorbed in 2022
- Demand is particularly high for logistics/distribution space and office/warehouse flex space

## Office Development

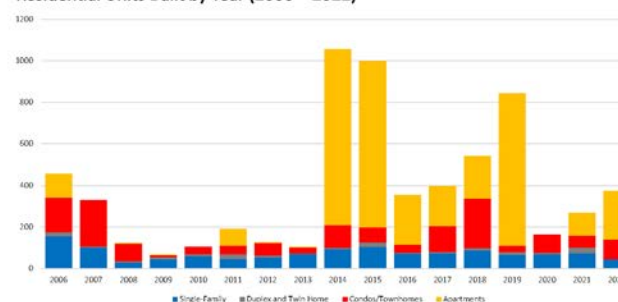
- Utah County office market has slowed since 2020
  - Only 396,000 SF absorbed in 2022
    - Down from approximately 900,000 in 2021
- Average vacancy of 9.36%

## Retail Development

- Retail development in Utah County dropped from 509,000 SF in 2021 to 260,000 SF in 2022
- Average vacancy of 2.78%

## ECONOMIC OPPORTUNITIES – RESIDENTIAL

## Residential Units Built by Year (2006 – 2022)



- 1,249 single-family units
- 184 duplex & twin home units
- 1,499 condo & townhome units
- 3,567 apartment units

Approximately 4 in 5 units built since 2006 are multi-family (condo, townhome, or apartment)

## ECONOMIC OPPORTUNITIES – ABSORPTION

## Residential Absorption and Capture Rates

	Average Absorption/Year	Capture Rate	Absorption/Year
Residential Units – SF	79 units per year	10%	8
Residential Units – MF	340 units per year	30 – 50%	102 – 170

## Commercial Absorption and Capture Rates w/ Current Land Designations

	Average Absorption/Year - Central UT County	Capture Rate	Absorption/Year
Retail	35,000 sf	10%	3,500 sf
Industrial	256,000 sf	0%	0 sf

## Commercial Absorption and Capture Rates w/ Possible Land Designations

	Average Absorption/Year - Central UT County	Capture Rate	Absorption/Year
Retail	35,000 sf	10%	3,500 sf
Industrial	256,000 sf	20%	51,200 sf

\*If office is developed, it is likely to be a larger, anchor tenant, with all square footage built at once  
 \*Absorption rates are based on market reports from Colliers

## POTENTIAL DEVELOPMENT SCENARIO – 1

- All land develops as likely; without incentives
  - 9.25 acres single-family residential
  - 36.16 acres multi-family residential (35 units per acre)
  - 0.66 acres retail

## Projected Absorption

Land Use Category	2023 – 2027	2028 – 2032	2033 – 2037	Totals
Single Family Units	37	0	0	37
Multi Family Units – 30% capture	510	510	245	1,265
Multi Family Units – 50% capture	850	415	0	1,265
New Households – 30% capture	547	510	245	1,302
New Households – 50% capture	887	415	0	1,302
Retail	11,007 sf	0 sf	0 sf	11,007 sf
New Jobs Created	12	0	0	12

## POTENTIAL DEVELOPMENT SCENARIO – 2

- Most land develops as likely, but parcel 19:034:0147 develops commercially; without incentives
  - 9.66 acres single-family residential
  - 7.99 acres multi-family residential (35 units per acre)
  - 0.66 acres retail
  - 28.17 acres business park/industrial

## Projected Absorption

Land Use Category	2023 – 2027	2028 – 2032	2033 – 2037	Totals
Single Family Units	37	0	0	37
Multi Family Units – 30% capture	279	0	0	279
Multi Family Units – 50% capture	279	0	0	279
New Households – 30% capture	316	0	0	316
New Households – 50% capture	316	0	0	316
Retail	11,007 sf	0 sf	0 sf	11,007 sf
Business Park/Industrial	256,000 sf	210,309 sf	0 sf	466,309 sf
New Jobs Created	255	200	0	456

## ECONOMIC OPPORTUNITIES – INCENTIVE TOOLS

## Housing and Transit Reinvestment Zone (HTRZ)

- Tool to facilitate mixed-use, multi-family and affordable housing development within a 1/3-mile radius of fixed commuter rail stations
  - Allows for tax increment to be captured and support development
  - Requires that housing be:
    - Mixed-use
    - Average at least 50 units/acre
    - Have at least 10% affordable housing (80% of Area Median Income)

## Community Reinvestment Area (CRA)

- Tool to expedite development or incentivize enhanced development in an area
  - Allows for tax increment to be captured and support development
  - Requires that 10% of funds be set aside for affordable housing purposes

Incentives allow for greater height and construction costs for high-density housing, thus maximizing its value

## POTENTIAL DEVELOPMENT SCENARIO – 3

- All land develops as likely; with incentives
  - 9.25 acres single-family residential
  - 36.16 acres multi-family residential (70 units per acre)
  - 0.66 acres retail

## Projected Absorption

Land Use Category	2023 – 2027	2028 – 2032	2033 – 2037	2038 – 2047	Totals
Single Family Units	37	0	0	0	37
Multi Family Units – 30% capture	510	510	510	1,219	2,712
Multi Family Units – 50% capture	850	850	850	162	2,712
New Households – 30% capture	547	510	510	1,182	2,749
New Households – 50% capture	887	850	850	162	2,749
Retail	11,007 sf	0 sf	0 sf		11,007 sf
Business Park/Industrial	0 sf	0 sf	0 sf		0 sf
New Jobs Created	182	140	0		12

## POTENTIAL DEVELOPMENT SCENARIO – 4

- Most land develops as likely, but parcel 19:034:0147 develops commercially; with incentives
  - 9.66 acres single-family residential
  - 7.99 acres multi-family residential (75 units per acre)
  - 0.66 acres retail
  - 28.17 acres business park/industrial

## Projected Absorption

Land Use Category	2023 – 2027	2028 – 2032	2033 – 2037	Totals
Single Family Units	37	0	0	37
Multi Family Units – 30% capture	510	89	0	599
Multi Family Units – 50% capture	599	0	0	599
New Households – 30% capture	547	89	0	636
New Households – 50% capture	636	0	0	636
Retail	11,007 sf	0 sf	0 sf	11,007 sf
Business Park/Industrial	256,000 sf	210,309 sf	0 sf	466,309 sf
New Jobs Created	255	200	0	456





ZIONS PUBLIC FINANCE, INC.

# IMAGINE

OREM

## Orem Station Brainstorming Workshop

Welcome! Thank you for coming!

June 22, 2023

What do you imagine?

Let's create a vision...  
...together!



OREM STATION AREA

## Massive Transportation Investments

*Orem benefits from transit and freeway projects*

- \$1.5 Billion** {
- \$611 Million** = FrontRunner 1.0 | Salt Lake to Pleasant Grove
  - \$850 Million** = FrontRunner 1.5 | Salt Lake City to Provo
  - \$1 Billion** = FrontRunner 2.0 | doubletracking/electrification for more frequent trains and Sunday service
  - 48+ Million** = Ridership last 15 years
  - \$1.7 Billion** = recent I-15 expansion in Utah County

## Station Area Planning - HB 462 Housing Affordability Amendments Required Planning

- Cities with **FrontRunner**, **TRAX**, or **Streetcar** stations must develop station area plans ½ mile around stations



OREM STATION AREA

## Overall Objectives

### HB 462 Housing Affordability Amendments

- Maximize development potential in appropriate areas
- Cities (and citizens!) determine how best to meet shared objectives



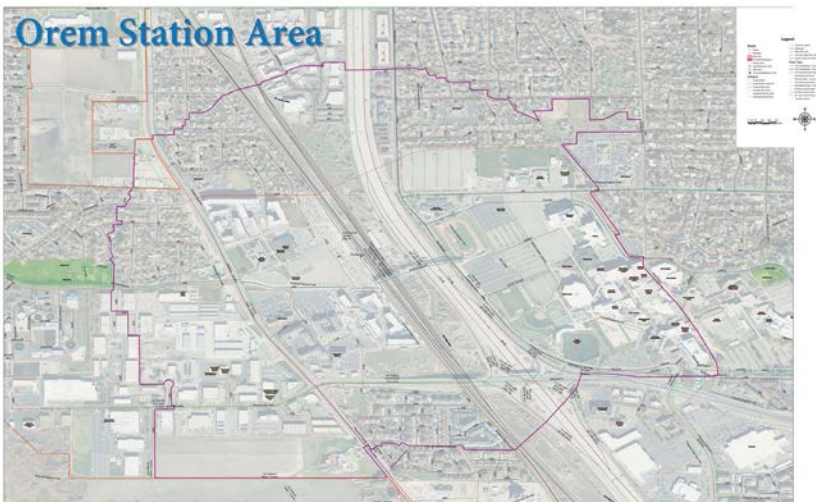
OREM STATION AREA

## Station Area Planning Shared Objectives

- Increase the availability and affordability of **housing**
- Promote sustainable **environmental** conditions
- Enhance access to **opportunities**
- Increase **transportation** choices and connections



OREM STATION AREA



OREM STATION AREA

What do you imagine?

Let's create a vision...  
...together!



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## What is Imagine Orem Station Area?

**Your voice, your project, your vision.**

(We're all in this together.)

**This is a legacy we create for future generations.**

(We're going to grow and change. Why not identify and realize our vision?)

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### Premise

1. The public has the right to choose its future—public officials help serve that vision.
2. The public will make good choices if presented with real options.



### A Public Stakeholder Process

1. Provides research and information to the public
2. Seeks broad public input
3. Build vision directly from public input
4. Uses transparent methods
5. Builds momentum for implementation



### Public Visioning & Station Area Plan Process



## A Public Scenarios Process

*trend scenario + scenarios created with your ideas*

- What could the station area be like for future generations?
- What kind of place should we create together?



Contrast today's choices by showing long term consequences



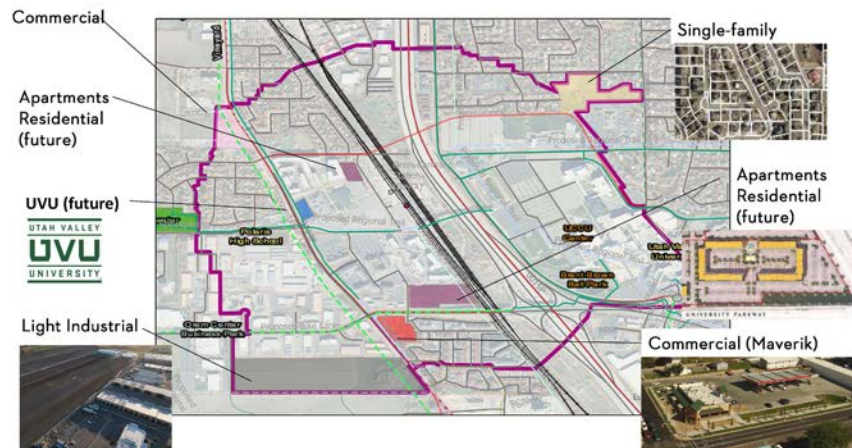
alternative scenarios



## What is a Trend Scenario?

- “business as usual”
- Relies on current city zoning, projects in the pipeline, and recent trend activity
- Relies on existing plans
- Basically, where we are headed if we don't want to change course
- 2050 projection

## Orem Station Area Plan – Trend Scenario (draft 05.18.2023)



## Orem Station Area Plan – Trend Scenario (draft 05.18.2023)

SAP Current Population: 5,105

**Expected Additional Population: 1,354**

Existing residential units: 1,306

**Expected additional units:**

**38 Single Family, 470 Multifamily**

Existing jobs: 1,350

**Expected jobs: 462**

No public parks, excluding UVU  
No destination retail/restaurants  
Minimal day-to-day services  
Minimal medical facilities

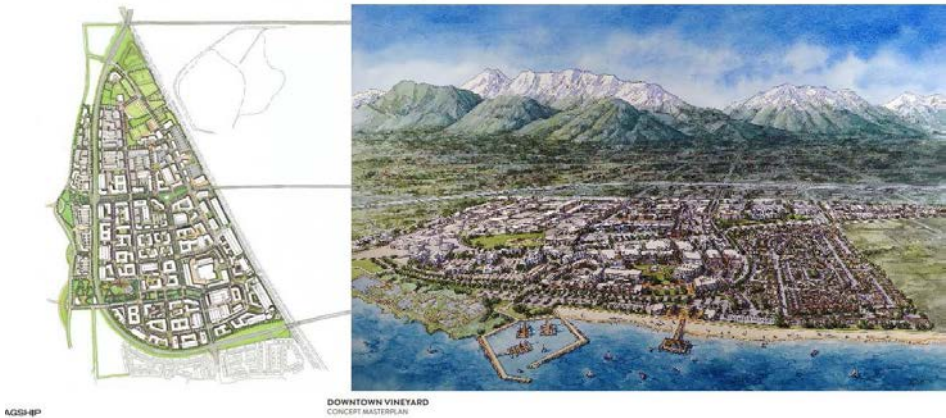
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American Fork Station



Vineyard Station



Vineyard Station







55+ in Farmington





Placemaking = Creating quality places in which people want to live, work, play, and learn.



What kind of place could Orem Station become?

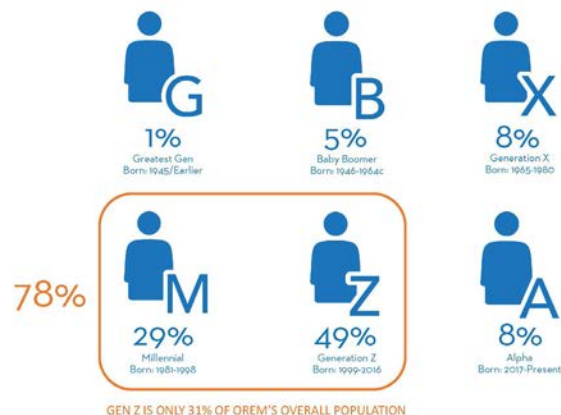


## Demographics at Orem Station

### Population



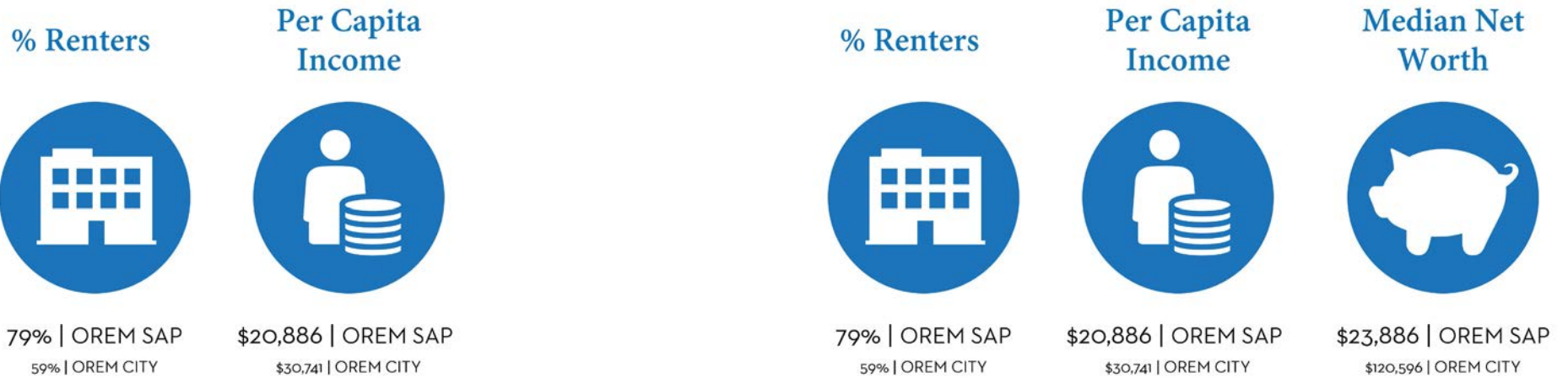
### Population



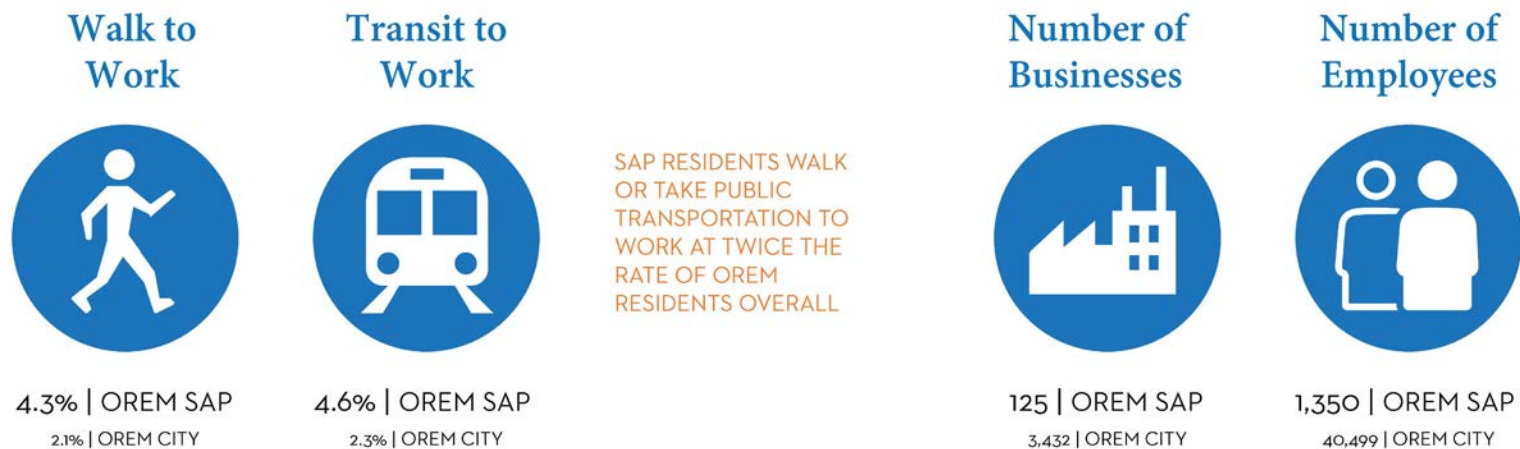
### % Renters





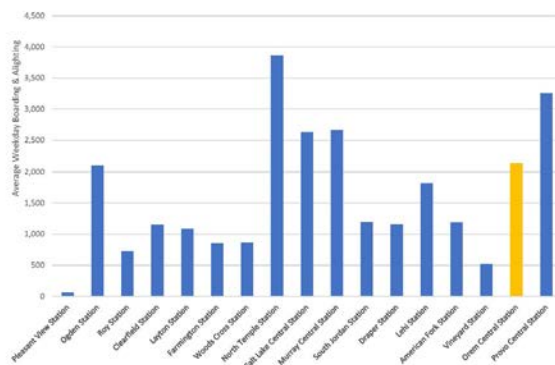


HIGHER PROPORTION OF RENTERS | LOWER INCOME | LOWER NET WORTH



# Transportation

## Transit Ridership: FrontRunner



FrontRunner Average Weekday Systemwide Boarding & Alighting (2017 - Jan 2023)

- 5<sup>th</sup> busiest station
- 2<sup>nd</sup> busiest in Utah County
  - #1 & 2 serve BYU & UVU
  - Served by UVX

Even if you don't take transit, you benefit...

## Transportation: Major Regional Systems

*Regional Transportation Plan (RTP)*

- I-15
  - Planned widening
- FrontRunner
  - Double tracking for 15-minute headways
  - Electrification for 7-minute headways
- UVX extension to Vineyard
- Union Pacific
  - Key mover of goods, continues to serve customers along the line
- Statewide Network of Multiuse Trails
  - Planned Lakeview Parkway

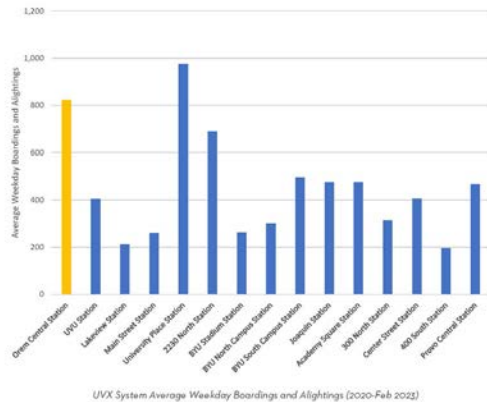
## Transportation: Major (More) Local Systems

*Regional Transportation Plan (RTP)*



- UVX Bus
  - Planned bridge over I-15 at 800 South (UVX, auto, pedestrian, bike) *possible post 2040, unfunded*
  - New stop at northeast end of UVU *possible post 2040, unfunded*
- Pedestrian Bridge
  - About 1000 crossings per day (FrontRunner commuters, students/staff, adjacent residents)
- University Parkway
  - Planned intersection improvements
- Geneva Road *possible post 2040, unfunded*
  - Planned roadway widening

## Transit Ridership: UVX Bus



- Second highest boarding/alighting
- May take cars off the road...and off parking lots (up to 14.5 acres)

## Transportation: The Station Area Itself

- High level of access to regional/more local transportation networks
- Regional transportation networks limit access to local land
- Parking: shared/stacked parking in the future?
- Limited pedestrian/bike connections within study area and beyond



## Need: Improved active transportation connections



Example of pleasant pedestrian environment within Wolverine Crossing



Example of lack of pedestrian connection to other developments

## Need: Improved active transportation connections



Pedestrian bridge: entrances parking lots with little accommodation for pedestrians; UVU is planning to construct a pathway on the east side this year



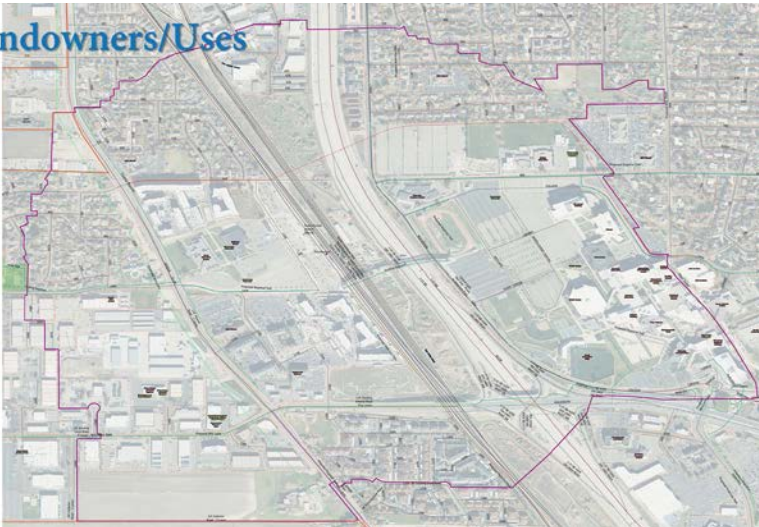
## Opportunity: Underused Surface Parking

- UVU parking lot
- Shared/stacked parking
- Add in active transportation routes

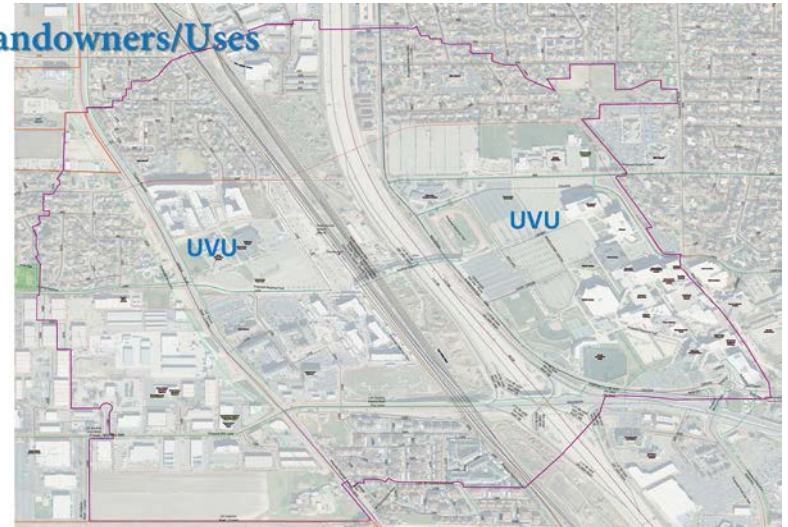


## Land Use and Economy

### Major Landowners/Uses

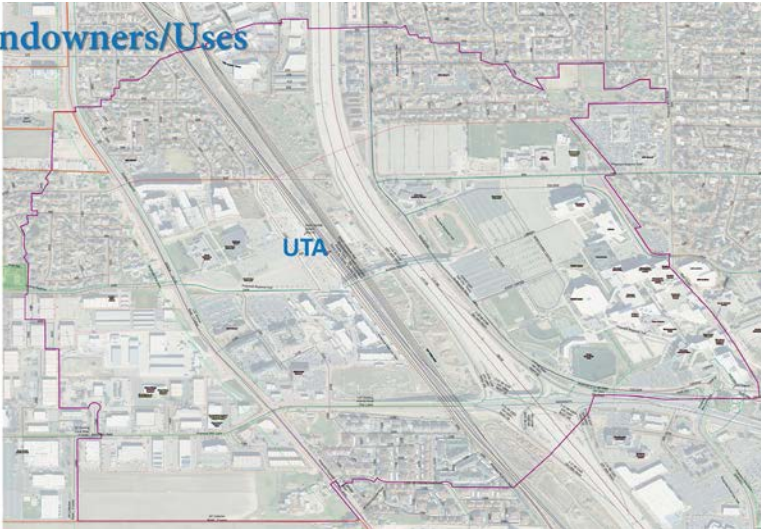


### Major Landowners/Uses

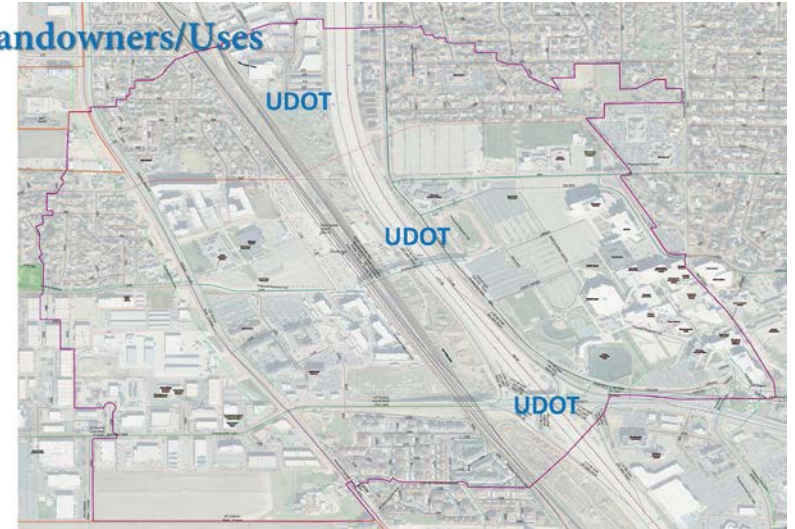




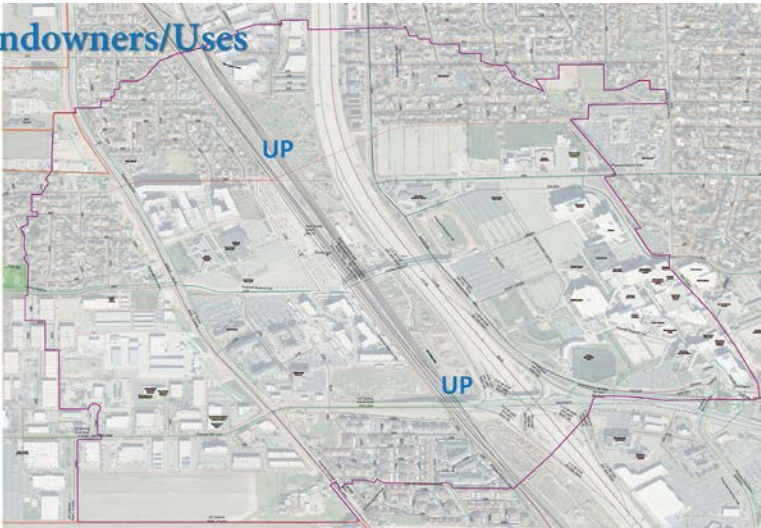
Major Landowners/Uses



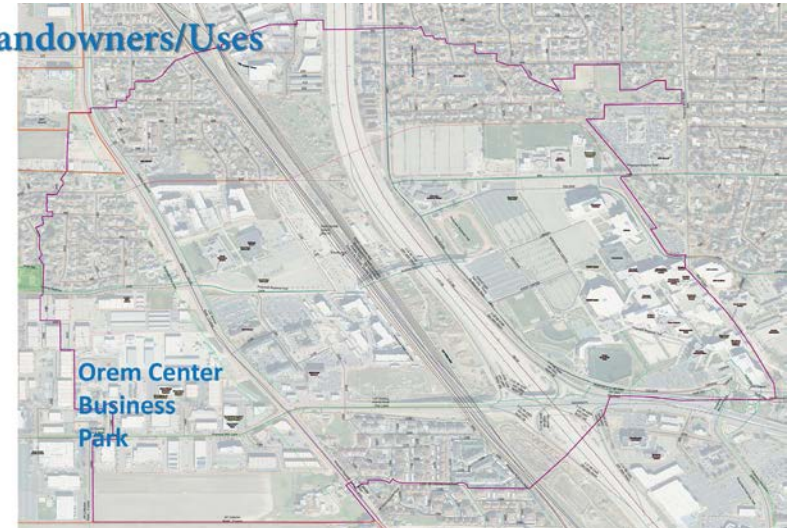
Major Landowners/Uses



Major Landowners/Uses

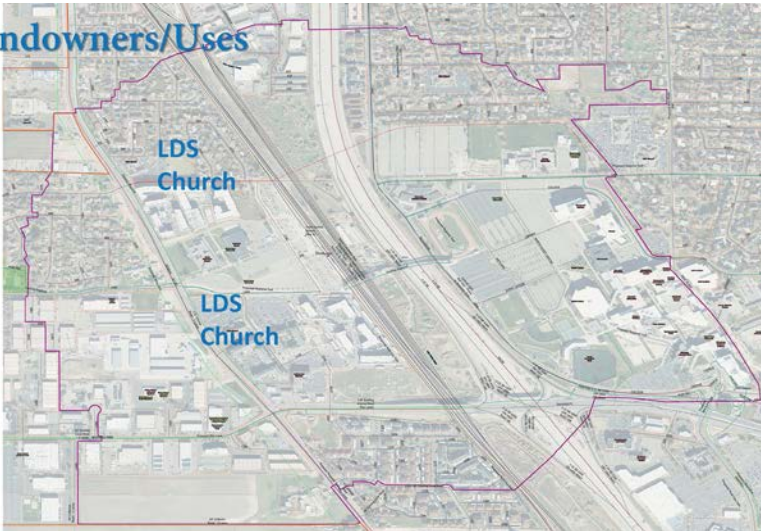


Major Landowners/Uses

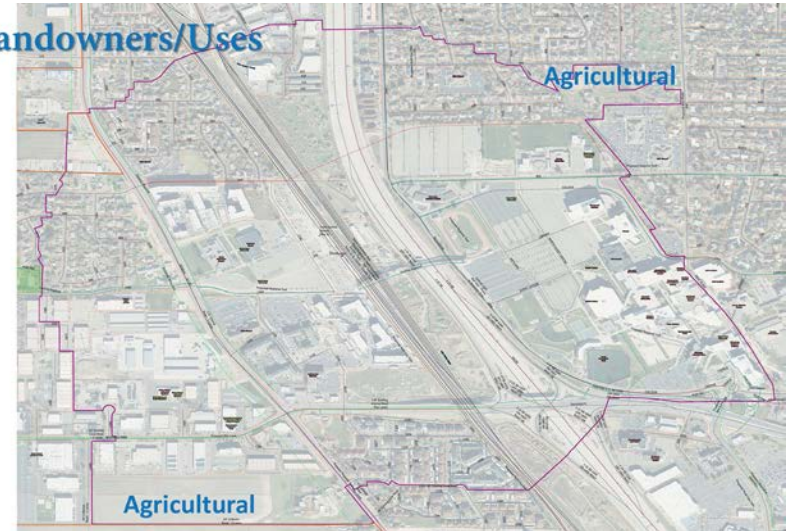




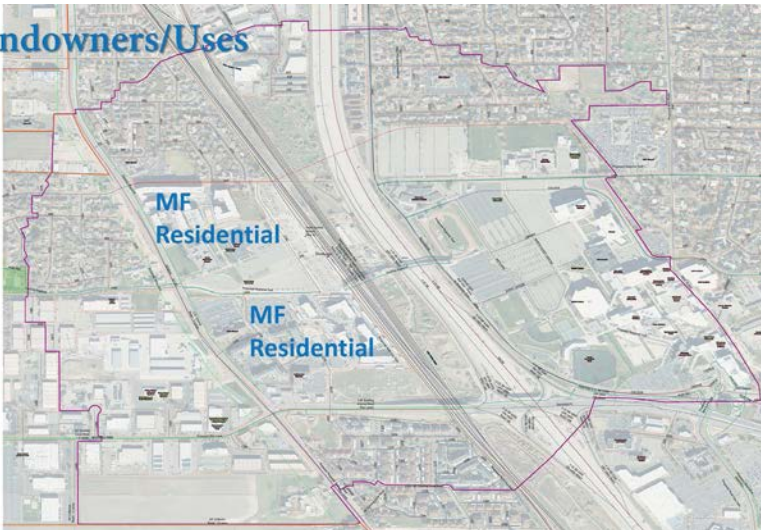
Major Landowners/Uses



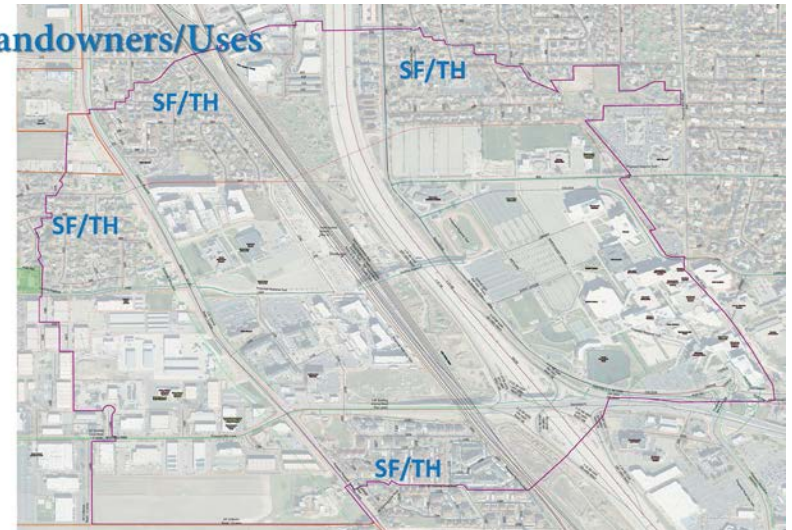
Major Landowners/Uses



Major Landowners/Uses



Major Landowners/Uses





## Land Use and Economy: 92% Developed



	Acres
Developed	575.35
Residential Vacant	45.41
Commercial Vacant	0.66
<b>Total</b>	<b>621.42</b>

← vacant parcels

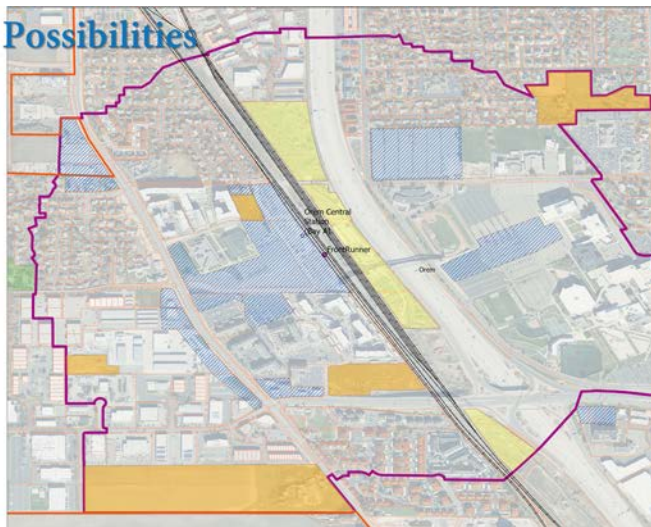
## Redevelopment Possibilities



Redevelopment:  
Can be more difficult than vacant land, but it's often typical for land uses that turn over frequently

## Redevelopment Possibilities

51 acres Likely to be developed  
24 acres Possible Re-Development  
60 acres Less likely to be developed



## Redevelopment Possibilities

Parking Lots

- Shared parking
- Placemaking



## Development Possibilities

### Current Market

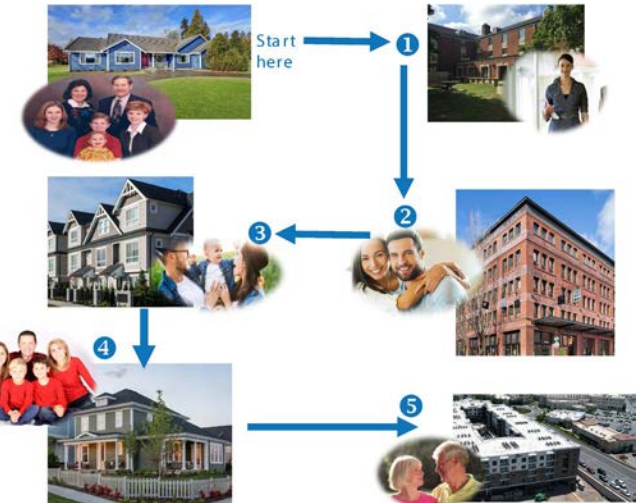
- Industrial demand = high
- Office demand = slowed
- Retail demand = dropped
- Housing = very high, but expensive

2050?

How do housing needs change over a lifetime?

Where have you lived at various stages of your life?

How about your friends and family? What are their needs?



## Transitions Matter



Source: Logan City

## Development Possibilities

### Possible Today

Stories	Type V – Surface Parked (Typical)
4	Wood Framing
3	Wood Framing
2	Wood Framing
1	Wood Framing



### Possible with Incentives

Stories	Type IIIA – Podium
7	Wood Framing
6	Wood Framing
5	Wood Framing
4	Wood Framing
3	Wood Framing
2	Concrete Podium
1	Concrete Podium

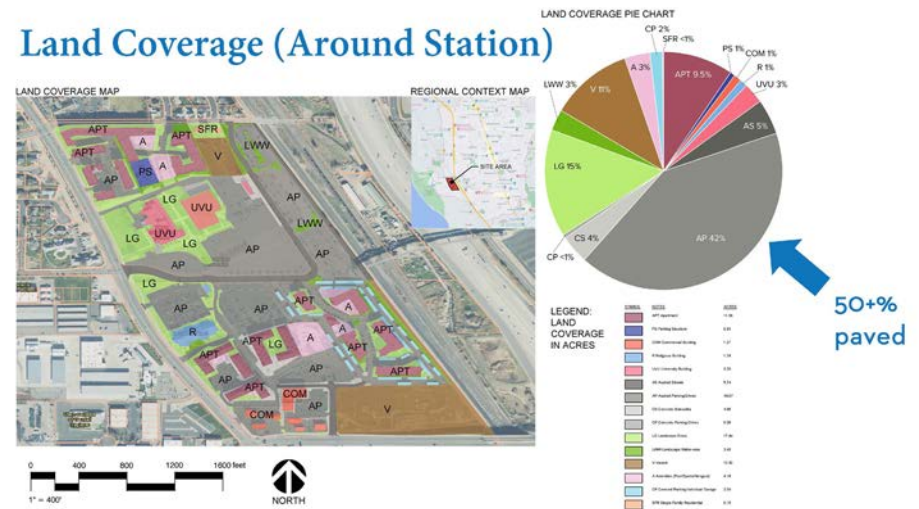
Stories	Type V – Wrap
4	Wood
3	Wood Enclosed Parking
2	Wood Structure
1	Wood Concrete





## Development Possibilities

- **Key intersections** available for potential **commercial** development
- Orem Center **Business Park** has potential for expansion, allowing for additional office or industrial users
- UVU is a regional draw and creates opportunities for **housing and commercial uses** to support area
- Area immediately surrounding **Orem Station** could allow for **redevelopment** to bring additional commercial uses



(What's best for Orem?)

## How important are the following in the Station Area?

- |   |  |
|---|--|
| • Placemaking – creating outdoor gathering places where people want to be     | • Developing a unique gateway/destination place                              |
| • Activities/amenities for families   | • Ability to move cars more efficiently                                      |
| • Activities/amenities for UVU students                                       | • Safe pedestrian routes   |
| • Activities/amenities for commuters  | • Safe bike routes   |
| • Reduced surface parking lots  | • Passive greenspace (peaceful places for walking, sitting, enjoying nature) |
| • More surface parking lots   | • Active greenspace (places to play)   |
| • More parking garages  | • Day-to-day needs/services, including retail                                |
| • Sufficient market rate housing  | • Restaurants and entertainment (i.e. theater)                               |
| • Affordable housing  | • More jobs  |
| • Trails connecting the station to other parts of UVU, and regional amenities | • Identifiable “brand” for the station area                                  |

**I M A G I N E**  
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## Orem Station Brainstorming Workshop

Welcome! Thank you for coming!

June 22, 2023

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## Overall Objectives

*HB 462 Housing Affordability Amendments*

- Maximize development potential in appropriate areas
- Cities (and citizens!) determine how best to meet shared objectives



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*Station Area Planning*

## Shared Objectives

- Increase the availability and affordability of **housing**
- Promote sustainable **environmental** conditions
- Enhance access to **opportunities**
- Increase **transportation** choices and connections



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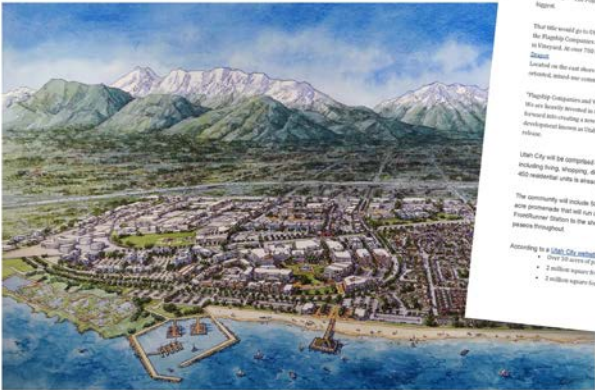
## American Fork Station



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Vineyard Station



**New development aims to become the 'urban core' of Utah County**  
By Mike Brown, Salt Lake Tribune, Nov. 1, 2012 at 11:54 a.m.

VINEYARD — The Plan to build Utah's only urban development project, and it's certainly not the biggest.

That title would go to Utah City — a town that 700-acre development announced last week by the Flagship Companies and Woodbury Corporation, located on sustainability and walkability.

Located on the east shore of Utah Lake, Utah City will be the state's largest walkable, transit-oriented, mixed-use community and is being designed as the "urban core" of Utah County.

"Flagship Companies and Woodbury Corporation are committed to building the state's first urban core in the heart of Utah County. And we are carrying that commitment forward with a new urban core in Utah County. A walkable, sustainable, transit-oriented development located in Utah City," said Woodbury, managing partner of Utah City, said in a release.

Utah City will be comprised of over 17 million square feet of combined mixed-use space, including living, shopping, dining, entertainment and hospitality — construction of the first 400 residential units is already underway.

The community will include 50 acres of planned open green space in the form of a 10-acre promenade that will run down the middle of the town center from the Vineyard FrontRunner Station to the shores of Utah Lake, as well as a network of paths and greenways throughout.

According to a Utah City website, the 700 acres will be divided into:

- 1,000 to 1,500 acres of public and green space
- 2 million square feet of retail and shops
- 2 million square feet of residential

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Vineyard Station



Orem Station



Orem Station





Orem  
Station



Orem  
Station



What do you imagine?

Let's create a vision...  
...together!



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How many people  
are expected to live  
in Utah by 2060?

- 9.4 million
- 7.2 million
- 3.5 million
- 5.5 million







How many people are expected to live in Utah by 2060?

- 9.4 million
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- **5.5 million**

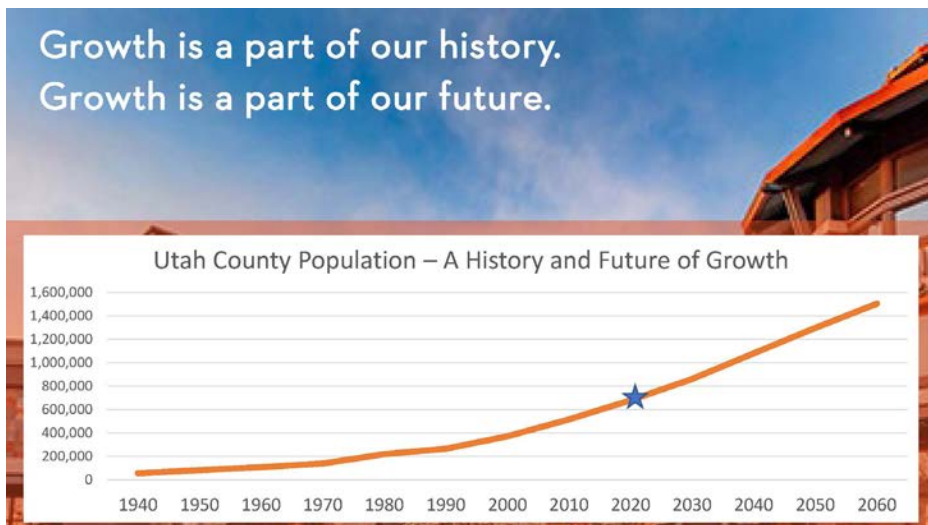
30+% of statewide growth is expected to happen in Utah County



Utah County is expected to add 674,000 residents between 2020 and 2060.

*Our population doubles.*

2020: 664,258  
2060: 1,338,222




Where will the majority of Utah County's growth come from?

Natural increase (new babies! | we're living longer)



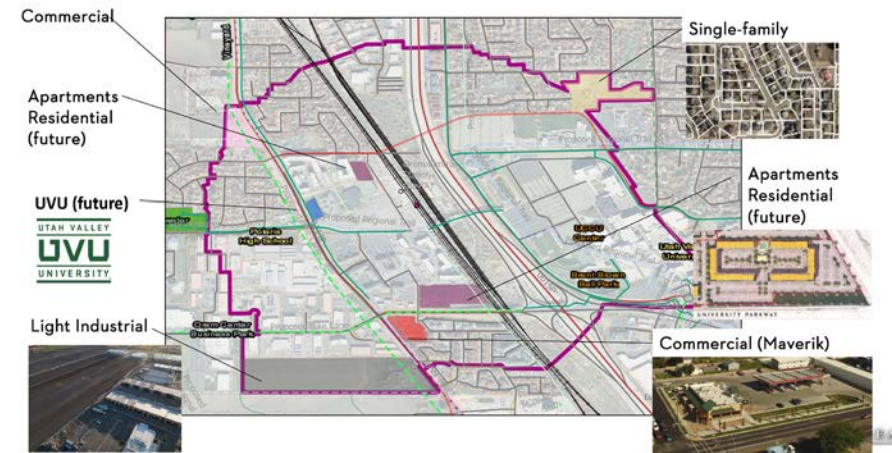
What do you imagine?

When growth pressure is high,  
creating great places to live, in the  
right locations, matters...a lot!

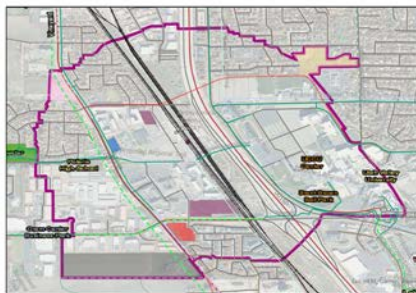


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## Baseline Scenario – General Land Use



## Baseline Scenario – Probable? No.



- Doesn't account for redevelopment
- Tremendous growth pressure (heart of Utah County)
- Tremendous market pressure (location adjacent to transit and freeway)
- Respect for property rights
- State and regional goals for station areas

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## Housing Shortage

- Housing Shortage Post Great Recession
  - US: 3.8 Million (2019)
  - Utah: 56,230 housing units (2017)
- Progress by 2021!
  - Utah: 28,415 housing units short
  - But...housing permitting/construction is dropping



### Utah County: Median Home Sales Price & Household Income



### Utah County: Median Home Sales Price & Household Income



### Utah County: Median Home Sales Price & Household Income



### Utah County: Median Home Sales Price & Household Income





## What is affordable housing? It depends on what you make... 28% of gross annual household (HH) income

	HH Income	Home Price	Annual Mortgage	Monthly Mortgage
Median income HH	\$86,597	\$285,595	\$24,252	\$2,021
Moderate Income HH (80% of AMI)	\$69,278	\$228,478	\$19,397	\$1,616
Low Income HH (60% of AMI)	\$51,958	\$171,357	\$14,554	\$1,212

Generally referred to as  
"affordable housing"

Assumptions: down payment 5%, PMI/taxes at national average, 6.0% interest rate, 30-year fixed mortgage, annual maintenance costs not included

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Low Income HH (60% of AMI)	\$51,958	\$171,357	\$14,554	\$1,212

Generally referred to as  
"affordable housing"

Have you seen  
homes for these  
prices lately?

Assumptions: down payment 5%, PMI/taxes at national average, 6.0% interest rate, 30-year fixed mortgage, annual maintenance costs not included

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Generally referred to as  
"affordable housing"

### What about renters?

- Average rent: \$1,482
- 48% of renters are cost burdened
- 12% of renters can afford to purchase a median priced home in Utah

Assumptions: down payment 5%, PMI/taxes at national average, 6.0% interest rate, 30-year fixed mortgage, annual maintenance costs not included

## It's a Supply and Demand Thing...

"The only answer to this is more supply." - Governor Cox



## A Public Stakeholder Process

1. Provides research and information to the public
2. Seeks broad public input
3. Build vision directly from public input
4. Uses transparent methods
5. Builds momentum for implementation



## Public Visioning & Station Area Plan Process



## Engagement and Outreach to Date

- 1 meeting each with Planning Commission and City Council
- 5 stakeholder meetings
- 1 public workshop
- 548 stakeholder/public survey responses
- 17 stakeholder/workshop maps created
- 150+ workshop participants
- Outreach: postcard, newsletter, social, sandwich boards, email invitations, posters



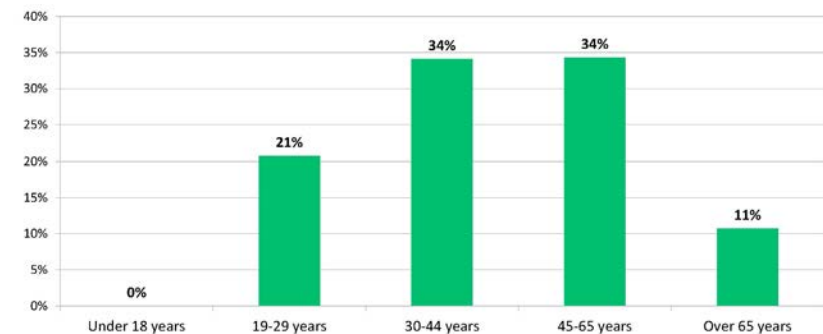
## Survey (Real Time and Online)

- 548 responses
- Open June 22-July 13
- Data review:
  - All results
  - By response type
    - Those living in a house or townhouse in the study area
    - Those living in an apartment in the study area
    - Age (19-29, 30-44, 45-65, 65+)

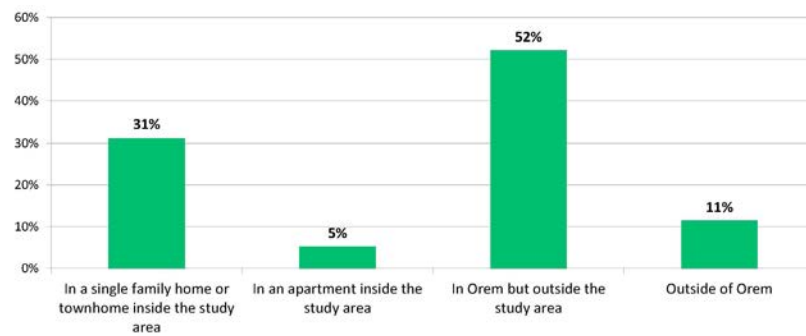


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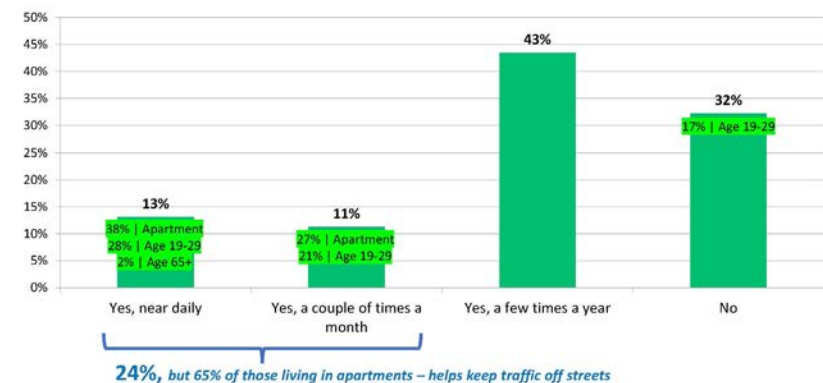
## How old are you?



## Where do you live?

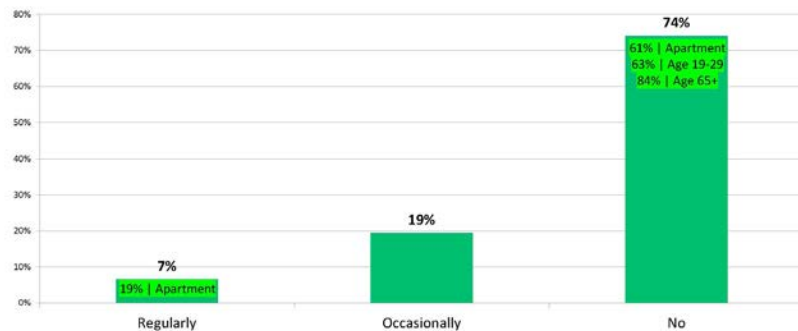


## Do you use FrontRunner or UVX?



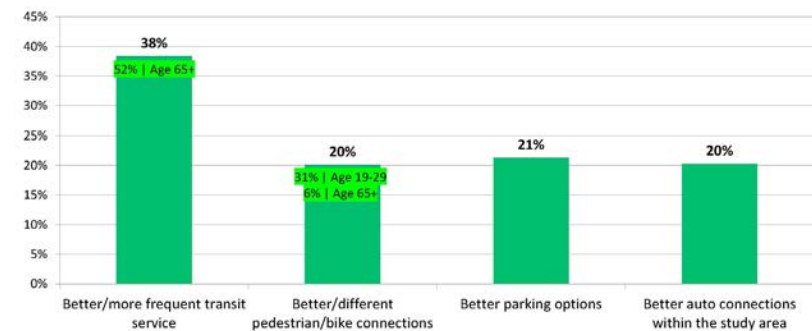


## Do you use the pedestrian bridge over the train tracks and I-15?



About 1,000 people per day take the pedestrian bridge

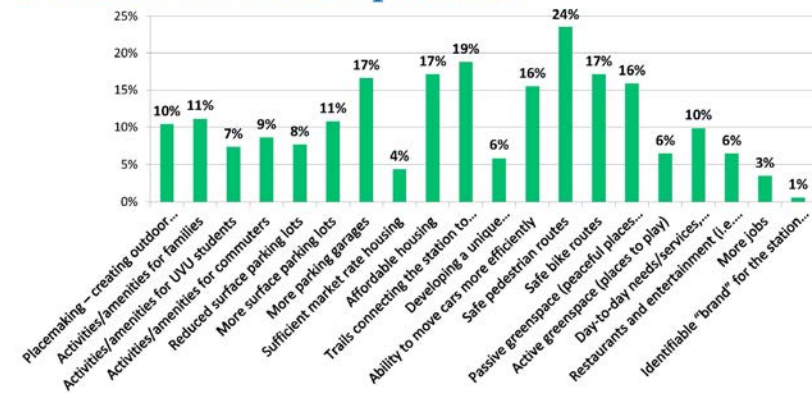
## What do you think the top transportation issue is within the station area itself?



## Looking out to 2050, what type of place could Orem Station be for the city/region?

1. A mixed-use destination serving Orem residents, students, and commuters.
2. A commuter hub that provides parking and basic services for commuters. (#1 for those over 45 and living in a home or townhome)
3. A vibrant center with strong ties to UVU and its students.

## Of all the options you just considered, which three are the most important?



### Of all the options you just considered, which three are the most important?

#### ALL

1. Safe pedestrian routes
2. Trails connecting the station to other parts of UVU and regional amenities
3. More parking garages
4. Safe bike routes
5. Ability to move cars more efficiently
6. Affordable housing
7. Passive greenspace

### Of all the options you just considered, which three are the most important?

#### ALL

1. Safe pedestrian routes
2. Trails connecting the station to other parts of UVU and regional amenities
3. More parking garages
4. Safe bike routes
5. Ability to move cars more efficiently
6. Affordable housing
7. Passive greenspace

#### TH/HOME

1. Safe pedestrian routes
2. Safe bike routes
3. Passive greenspace (tie with #2)
4. More parking garages
5. Ability to move cars more efficiently (tie with #4)

#### APARTMENT

1. Affordable housing
2. Trails connecting the station to other parts of UVU and regional amenities (tie with #1)
3. Safe pedestrian routes
4. Passive greenspace
5. Reduced surface parking lots
6. Day-to-day needs/services (tie with #5)

### Of all the options you just considered, which three are the most important?

#### ALL

1. Safe pedestrian routes
2. Trails connecting the station to other parts of UVU and regional amenities
3. More parking garages
4. Safe bike routes
5. Ability to move cars more efficiently
6. Affordable housing
7. Passive greenspace

#### Age 19-29

1. Safe pedestrian routes
2. Affordable housing
3. Trails connecting the station to other parts of UVU and regional amenities (tie with #2)
4. Placemaking
5. Passive greenspace (tie with #4)

#### Age 30-44

1. Safe pedestrian routes
2. Safe bike routes
3. Trails connecting the station to other parts of UVU and regional amenities
4. Ability to move cars more efficiently
5. More parking garages

### Of all the options you just considered, which three are the most important?

#### ALL

1. Safe pedestrian routes
2. Trails connecting the station to other parts of UVU and regional amenities
3. More parking garages
4. Safe bike routes
5. Ability to move cars more efficiently
6. Affordable housing
7. Passive greenspace

#### Age 45-65

1. Safe pedestrian routes
2. More parking garages (tie with #1)
3. Trails connecting the station to other parts of UVU and regional amenities
4. Passive greenspace (tie with #3)
5. Affordable housing

#### Age 65+

1. Safe pedestrian routes
2. Ability to move cars more efficiently
3. Passive greenspace (tie with #3)
4. More parking garages
5. Trails connecting the station to other parts of UVU and regional amenities

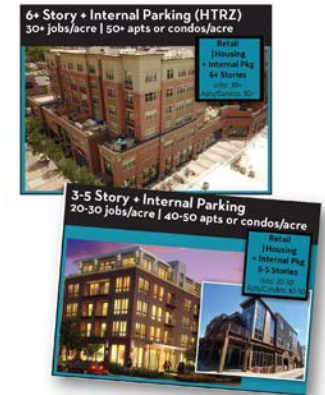
## Maps (Stakeholder Meeting and Public Workshop)

- 17 maps
- Completed June 1 and June 22



## Maps: Percent of Households Placed

1. 6+ Story Residential with Internal Parking (16%)
2. 3-5 Story Residential with Internal Parking (15%)
3. 3-5 Story Retail/Office/Residential with Internal Parking (11%)
4. Single Family (6%)
5. 2-3 Story Residential with Internal Parking (8%)
6. 3-5 Story Retail/Residential with Internal Parking (8%)
7. 6+ Story Retail/Office/Residential with Internal Parking (6%)
8. Townhome/Mansion Home (5%)
9. 5-6 Story Retail/Hotel with Internal Parking (not really households) (4%)
10. 4 Story Hotel with Surface Parking (not really households) (4%)



## Maps: Percent of Jobs Placed

1. 3-5 Story Retail/Office/Residential with Internal Parking (32%)
2. 6+ Story Retail/Office/Residential with Internal Parking (18%)
3. Flex Office/Light Industrial (11%)
4. Retail (7%)
5. Neighborhood Retail (7%)



## Maps: Most Acres Allotted

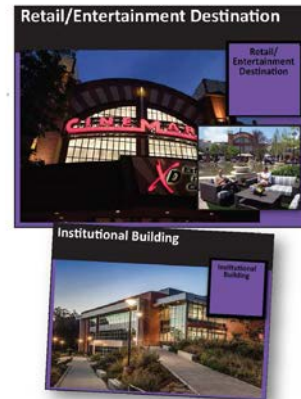
1. Single Family (102 acres)
2. Townhome/Mansion Home (48 acres)
3. 3-5 Story Retail/Office/Residential with Internal Parking (43 acres)
4. Flex Office/Light Industrial (42 acres)
5. 4-5 Story Residential with Internal Parking (37 acres)
6. 6+ Story Residential with Internal Parking (35 acres)
7. 2-3 Story Residential with Internal Parking (31 acres)
8. Retail (29 acres)
9. Neighborhood Retail (22 acres)
10. 6+ Story Retail/Office/Residential with Internal Parking (20 acres)





## Destination Spaces/Buildings

1. Retail/Entertainment District (28 acres)
2. Institutional Building (25 acres)
3. Cultural Destination (7.5 acres)
4. Recreation Destination (4 acres)
5. University Destination (1 acres)



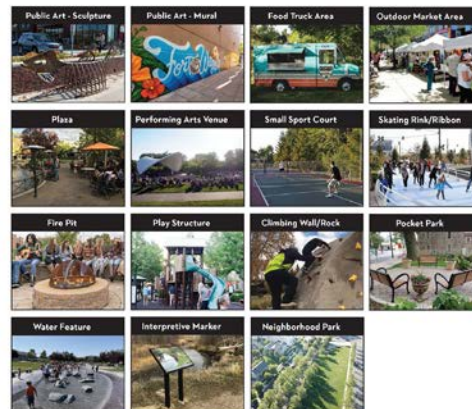
## Parking

1. Shared Parking Garage (42 acres)
2. Shared Parking Garage with Commercial Wrap (18 acres)
3. Surface Parking Lots (12 acres)



## Popular Placemaking

- Park (neighborhood, pocket)
- Plaza
- Skating ribbon/rink
- Green space
- Playground
- Preserved ag/orchards
- Trail to lake



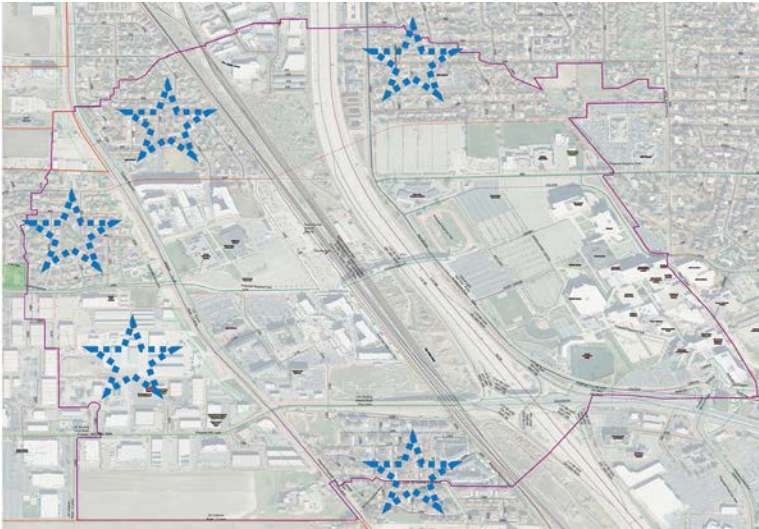
## Study Area



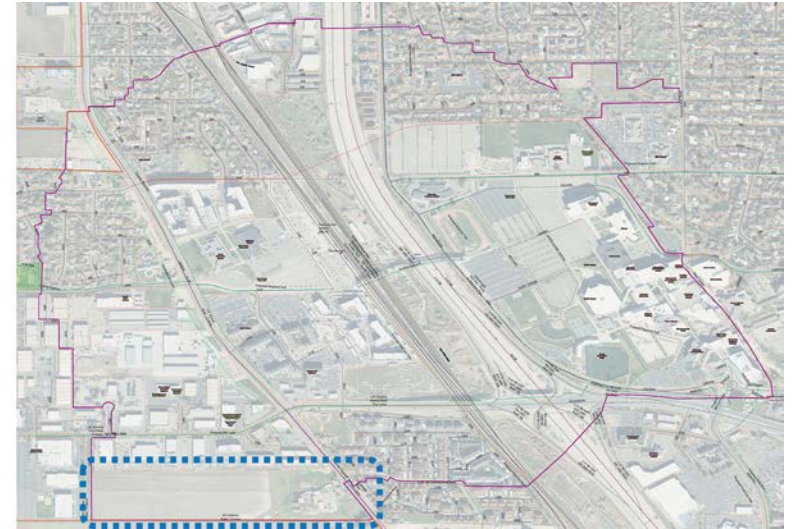
## EXISTING

Residential =  
no change/  
little change

Industrial =  
no change /  
little change



## Geneva



## Geneva – Housing + Greenspace

- Mostly single family, some townhomes, a bit of multifamily



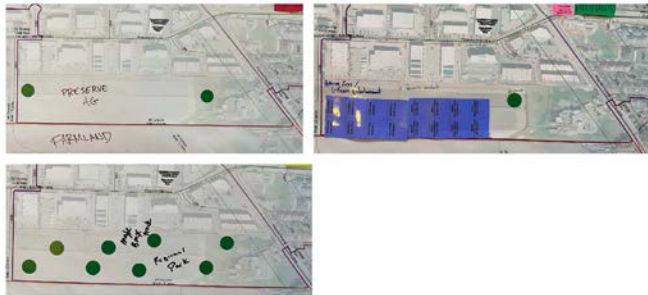
## Geneva – Housing + Retail





## Geneva – Greenspace

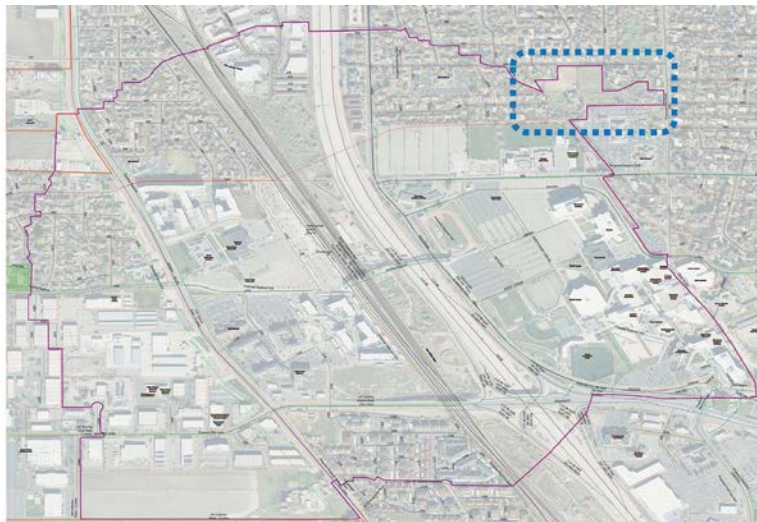
- Farmland, recreation



## Geneva – Industrial/Office

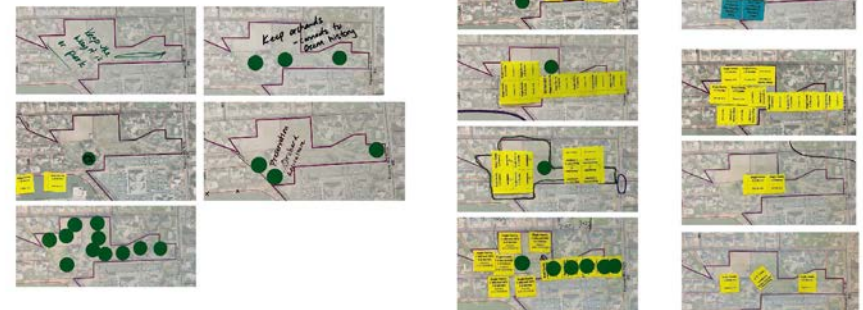


## Northeast Corner



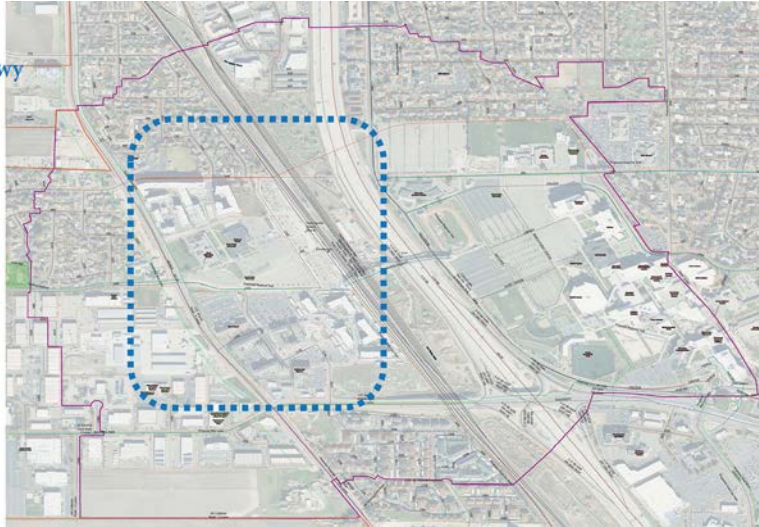
## Northeast Corner

- Preservation, single family with greenspace, multifamily with green space, single family





Station &  
University Pkwy



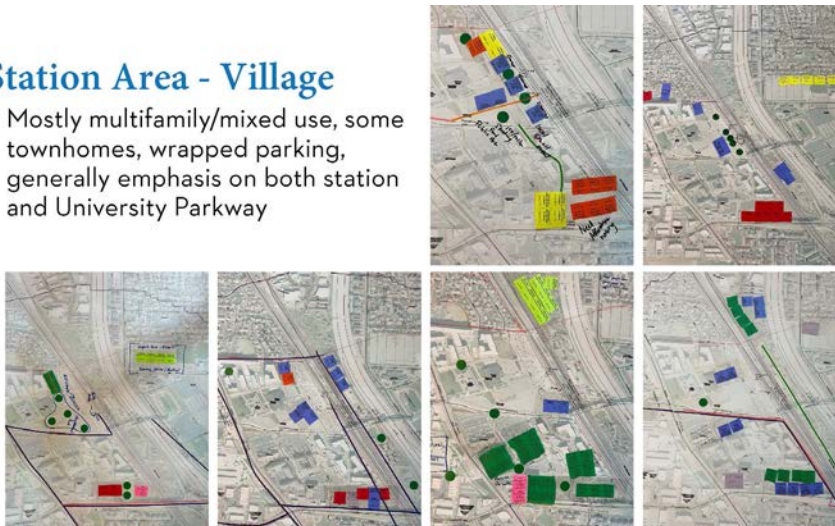
### Station Area (light)

- Retail, hotel, parking garage, single family, 3-5 story multifamily, green space

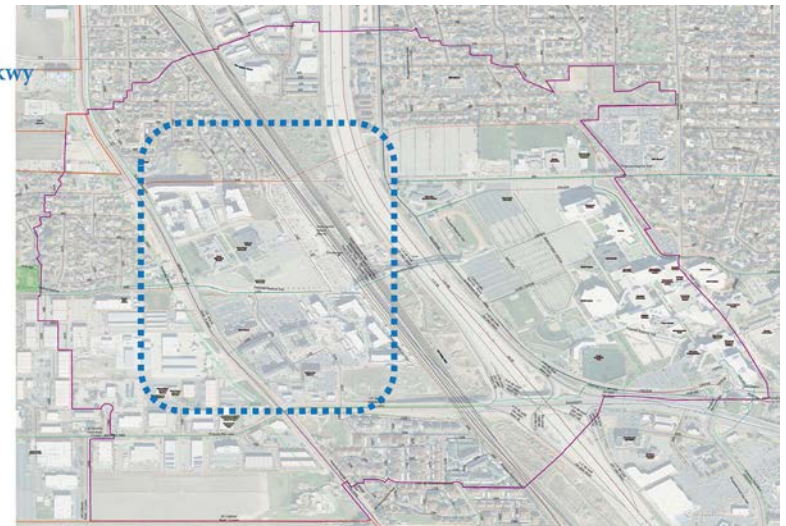


### Station Area - Village

- Mostly multifamily/mixed use, some townhomes, wrapped parking, generally emphasis on both station and University Parkway

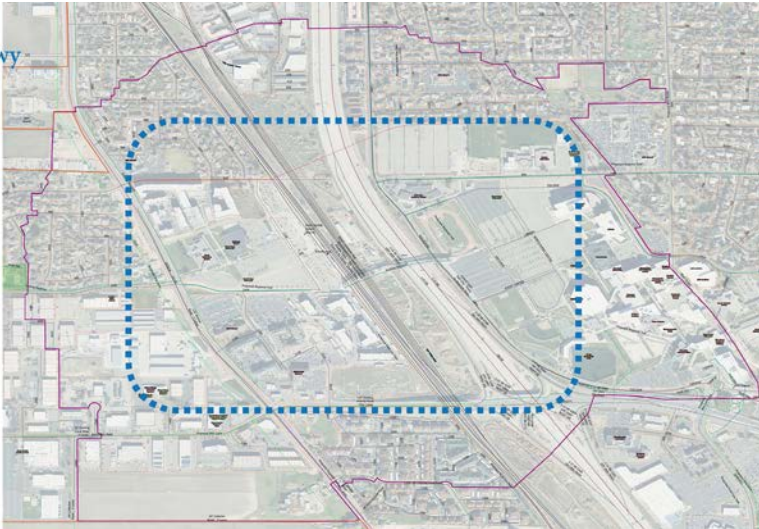


Station &  
University Pkwy





Station &  
University Pkwy  
+ UVU



### Station Area + UVU - Village

- Mixed use, lots of multifamily housing, destination street



## Big Ideas (across maps and survey)

- Residential neighborhoods (preserve existing, add new—with greenspace)
- Mixed use villages (FrontRunner station, UVU)
  - Market rate and affordable housing
  - Parking garages (often with a commercial wrap)/reduced surface lots
  - Destination street/buildings (retail, entertainment, institutional, hotel)
  - Placemaking (e.g., ice skating, plaza, dog park)
- Retail (e.g., grocery)
- Green spaces throughout (e.g., orchard, passive space, parks)
- Trails/pathways (connections, pedestrian and bike safety)
- Roads (efficient, safe for multiple transportation modes)

## Let's Take a Look at Some Options...

2050 scenarios evaluation

## Orem Station Area Scenarios

- Long-term—looking toward 2050
- Explore alternative ways we can shape growth at the station area
- About the same number of new households
- About the same number of parking spaces (replace stalls that are redeveloped, one new space per bedroom)
- Emphasis is how we grow, not on how much we grow

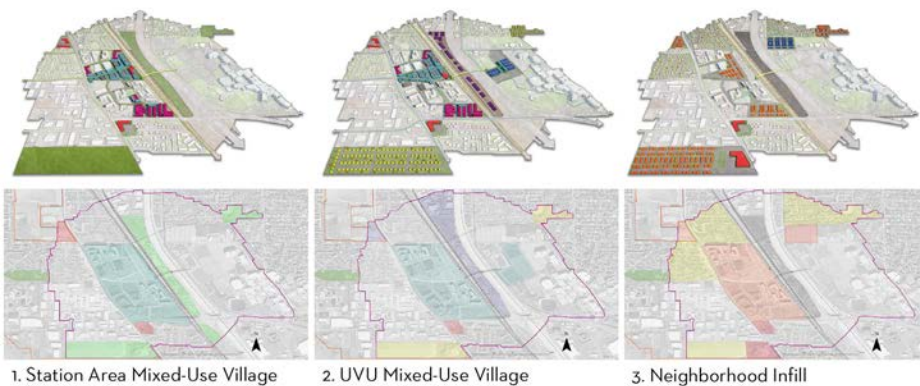
## Scenario Shopping



Like Selecting  
Ingredients to Make  
a Meal

(Not a Prepackaged Dinner)

## Orem Station Area Scenarios



1. Station Area Mixed-Use Village

2. UVU Mixed-Use Village

3. Neighborhood Infill

## Scenario 1: Station Mixed-Use Village

### Scenario 1: Station Mixed-Use Village

In this scenario most anticipated growth is focused near FrontRunner Station and along University Parkway, where a pedestrian-friendly village emerges. The village includes mixed-use buildings with market-rate and affordable housing, offices, retail, and ground-floor retail and services focused on meeting the day-to-day needs of local residents, students, and commuters. Parking is mostly housed within multi-level garages that are integrated with commercial or residential uses, providing convenient parking while minimizing the visual impact of parking. Parks, small parks, and natural areas with trails and pathways bring nature into the village, and a trail provides connection to Utah Lake. A destination street runs east from the station and anchors the space with shopping, dining and entertainment options. Fun village features may include an ice skating ribbon and places for outdoor dining.

Beyond the immediate station area, other parts of the study area see little change. Single-family neighborhoods remain as they are. The area sees some new commercial. Some currently undeveloped lands are preserved as green space. UVU continues planned institutional building expansion.

**Mixed-Use Village**

- Most growth occurs in the village with a vibrant mix of places to live, work and play along a destination street, culminating with an attractive transit and bike station.

**Mixed-Use Buildings**

- Blend of new four-story mixed-use retail, dining, and services with market-rate and affordable housing on upper floor.
- Parking garages integrated into buildings to enhance neighborhood feel.
- Quality design and materials offer wide appeal.
- Building heights (up to 10 stories) adjacent to transit station, lower (3 stories) closer to existing neighborhoods.

**Destination Street and Plaza**

- Destination street anchors the village and provides a vibrant, pedestrian-friendly environment.
- Plaza at the end of the street, adjacent to the transit station, provides space for outdoor dining.

**New Neighborhood Streets**

- Quality design and materials offer wide appeal.
- Building heights (up to 10 stories) adjacent to transit station, lower (3 stories) closer to existing neighborhoods.

**Parks, Trails & Pathways**

- Mix of open space for the transit station and outdoor parking, retail, and dining.
- A trail and network within the station area.
- Pathways separate from this road to Utah Lake along Greenway.
- Run along the lake and connecting to greenway open space.

**Retail | Commercial**

- Store mix includes grocery stores, gas, fast-food casual food.

**Existing Buildings/Development**

- No change UVU master plan.

**Open Space**

- Preserve open space and provide a vibrant, pedestrian-friendly environment.
- The greenway provides a vibrant, pedestrian-friendly environment.
- Land between transit and freeway used for stormwater detention, urban forest.

**Agricultural/Recreational Preservation**

- Preserve open space and provide a vibrant, pedestrian-friendly environment.
- The greenway provides a vibrant, pedestrian-friendly environment.
- Land between transit and freeway used for stormwater detention, urban forest.

Illustration: Mixed-Use Village

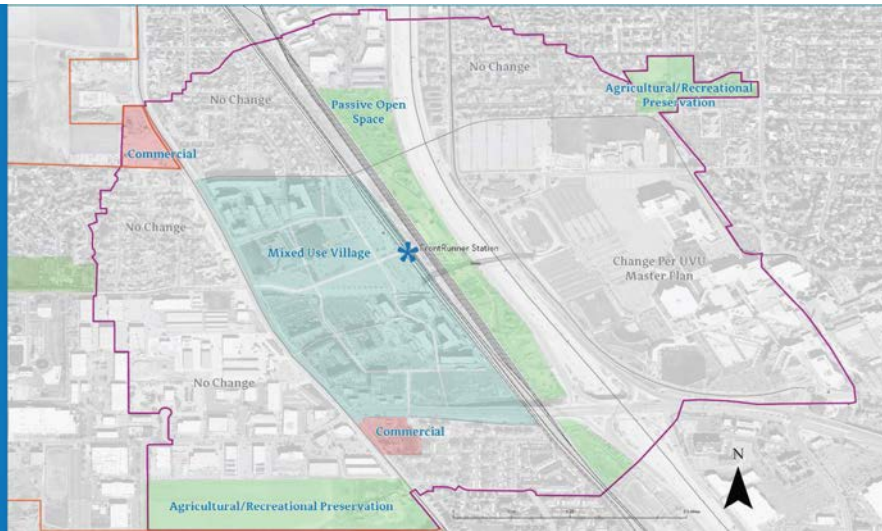


Land Use Plan: Mixed-Use Village

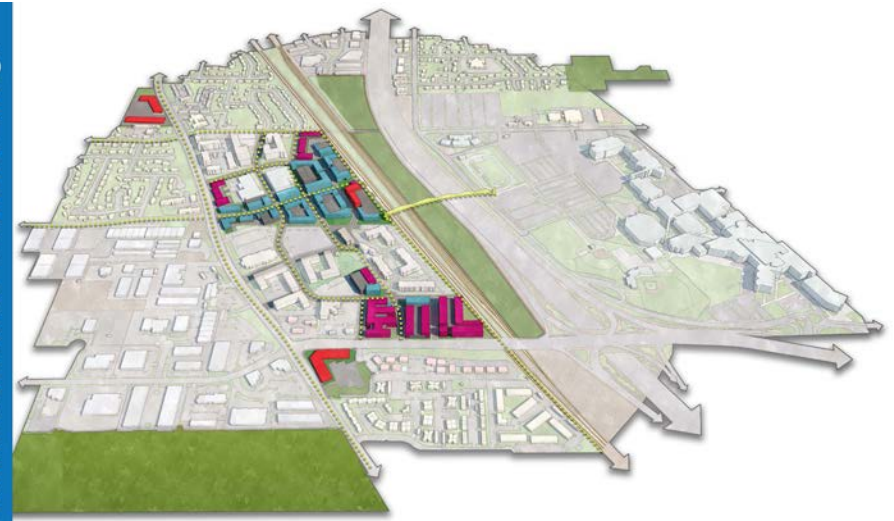




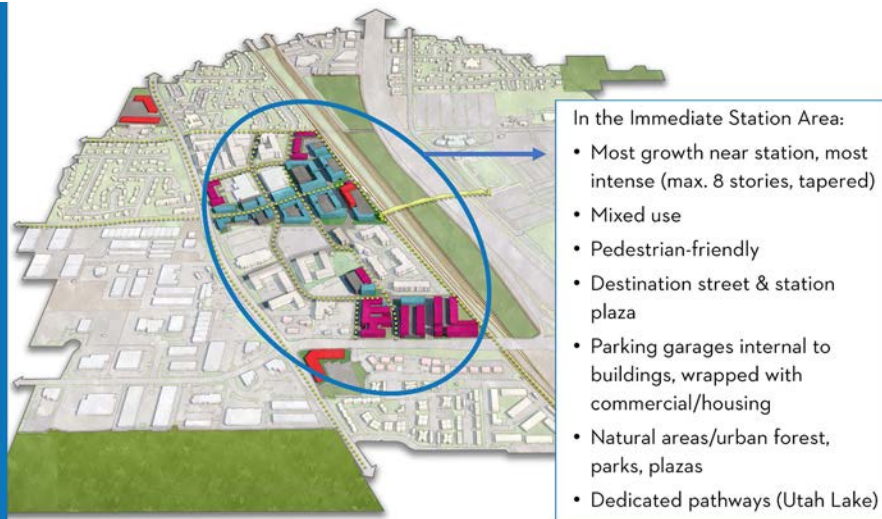
Scenario 1: Station Mixed-Use Village



Scenario 1: Station Mixed-Use Village



Scenario 1: Station Mixed-Use Village

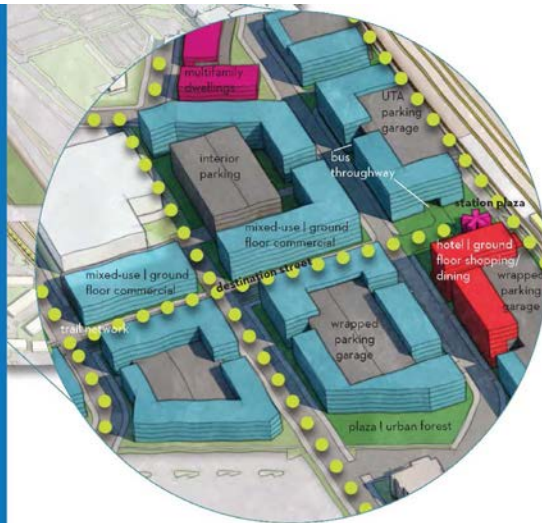


Scenario 1: Station Mixed-Use Village

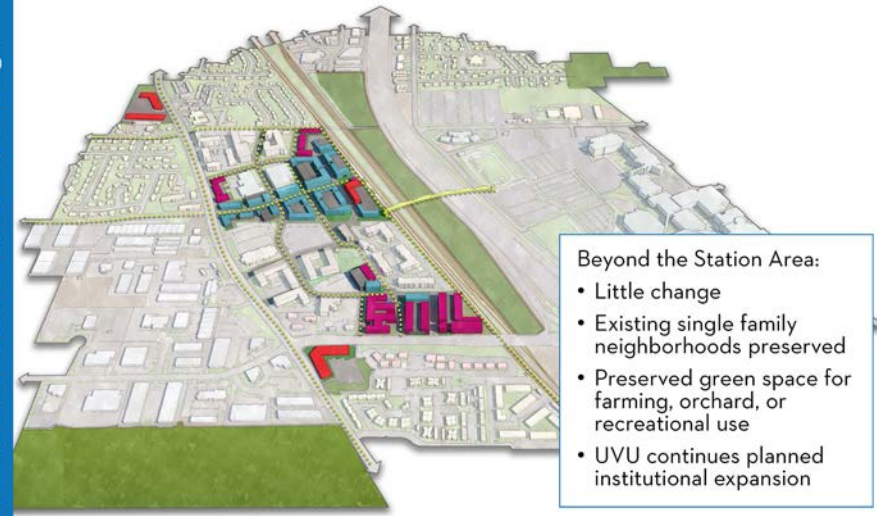




Scenario 1: Station Mixed-Use Village



Scenario 1: Station Mixed-Use Village



Scenario 2: UVU Mixed-Use Village

Scenario 2: UVU Mixed-Use Village

In this scenario most anticipated growth occurs at both the FrontRunner Station area and on UVU land on the east side of I-16, introducing student housing near the UVU campus. Since the village is more spread out, it is somewhat less intense, though still walkable and bikeable via a network of small streets with bike lanes and sidewalks. It includes mixed-use buildings with housing, offices, and ground floor shopping, dining, and services focused on meeting the needs of local residents, students, and commuters. On UVU land near the station, mixed-use development includes a UTA parking garage with restaurants and retail focused on commuter needs. Placemaking features include public art and murals or green walkways on mixed-use buildings and parking garages to add beauty and a sense of place. Dual phases at either side of the pedestrian bridge provide places for people gather and smaller green spaces are featured in the overall village design. Trails connect UVU to the City and the region.

Beyond the immediate station area and UVU land, other parts of the study area see some change. While single family neighborhoods remain as they are, this scenario also includes some new single family homes with detached accessory dwellings and some commercial light industrial uses between I-16 and the train tracks.

**UVU Mixed-Use Village**

The village connects UVU student housing and services with a mixed-use train station area for a truly community learning 16 and the FrontRunner Station.

**Mixed-Use Buildings**

- Blend of main floor neighborhood retail, dining, and services with market rate and affordable dwellings on upper floors
- Parking garages internal to buildings, to enhance streetscape/neighborhood feel
- Parks and green walkways and beauty to destinations
- Building height ranges from three to four stories and I-16 tower (2)
- Walk to transit to existing neighborhood

**Institutional Mixed-Use Buildings**

- Blend of student services, amenities, and housing

**Multifamily Stacked Buildings**

- Blend of affordable and market rate dwellings
- Parking garages internal to buildings to enhance streetscape/neighborhood feel
- Dual
- Green walkways and murals add beauty to destinations
- Building height ranges from three to four stories and I-16 tower (2)
- Walk to transit to existing neighborhood

**Complete Streets and Dual Phases**

- Complete streets include street trees, sidewalks, bike lanes, and on-street parking
- Dual phase at either end of the pedestrian bridge near I-16 provides gathering space

**UTA Parking Garage**

- UTA parking garage with restaurants and commuter amenities adjacent to station

**Parks & Pathways**

- Green walkways and murals add beauty to destinations
- UVU area as well as along Corbett Road, 80th Street, and University Parkway
- Small green spaces throughout

**Commercial**

- Retail uses may include a grocery store, gas, fast-food casual food

**Single Family with Detached Accessory Dwellings (ADUs)**

- 2-3 bed family dwellings with a small secondary bedroom or bathroom

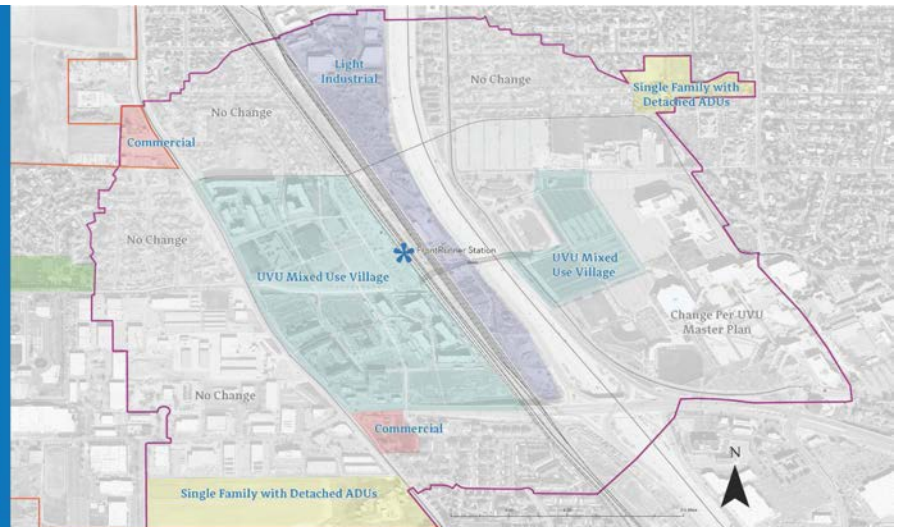
**Existing**

- Existing

**Illustration: UVU Mixed-Use Village**

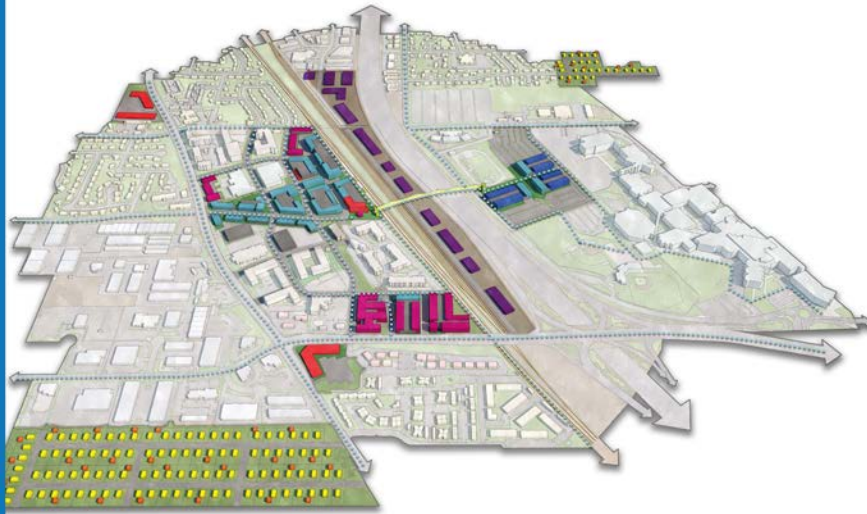
**Land Use Plan: UVU Mixed-Use Village**

Scenario 2: UVU Mixed-Use Village

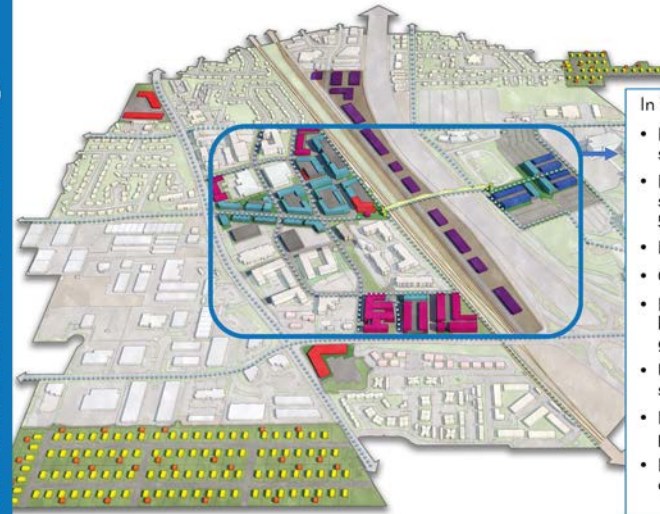




Scenario 2: UVU Mixed-Use Village

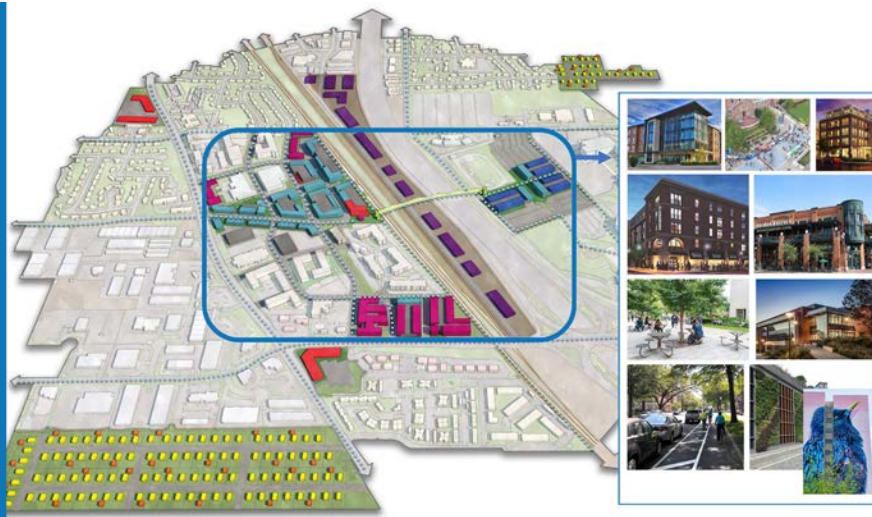


Scenario 2: UVU Mixed-Use Village



- In the Immediate Station Area:
- Most growth focused near station and on UVU land
  - More spread out, so somewhat less intense (max. 5 stories)
  - Mixed use village
  - On-campus student housing
  - Parking garages internal to buildings or wrapped with green walls/murals
  - UTA parking garage + services
  - Dual plazas at either side of pedestrian bridge
  - Bike lanes/sidewalks connect UVU & the region

Scenario 2: UVU Mixed-Use Village

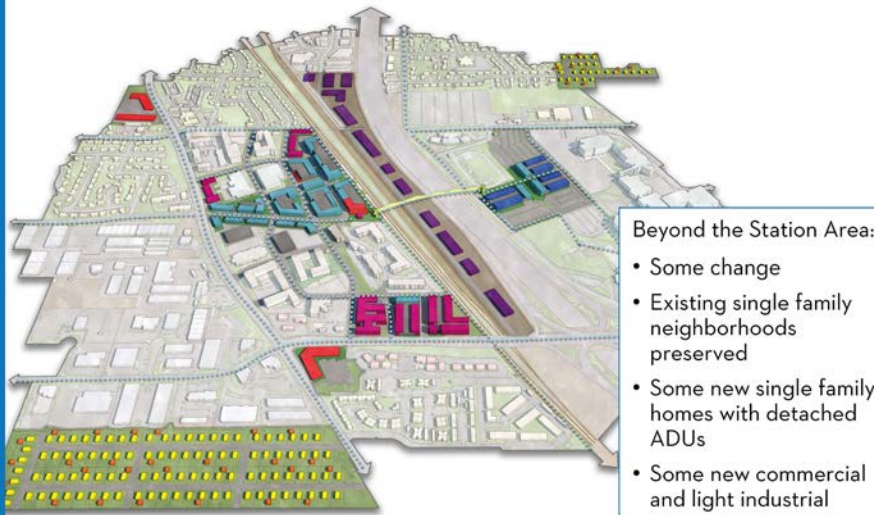


Scenario 2: UVU Mixed-Use Village





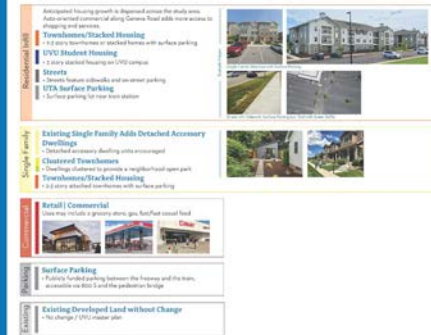
# Scenario 2: UVU Mixed-Use Village



## Scenario 3: Neighborhood Infill

Rather than focusing development growth into a mixed-use village at the station area itself, this scenario focuses on residential infill, spreading new housing across underdeveloped places in study area, adding detached accessory dwelling units into existing residential neighborhoods, and locating some student housing on campus. Additional green spaces and parks are created through the development process by clustering homes onto a smaller portion of an overall development parcel. Commercial along Geneva Road provides retail options.

The station area features townhomes and 3 story stacked homes with surface parking. Most of UTA land near the station remains a surface parking lot. Additional parking is provided in a large lot between the rail line and the freeway, accessible by way of the pedestrian bridge and 80th South. One of the UVU assets some student housing on the north end of campus, among its planned institutional uses creating a small hub of university housing and residential life.



### Illustration: Neighborhood Infill



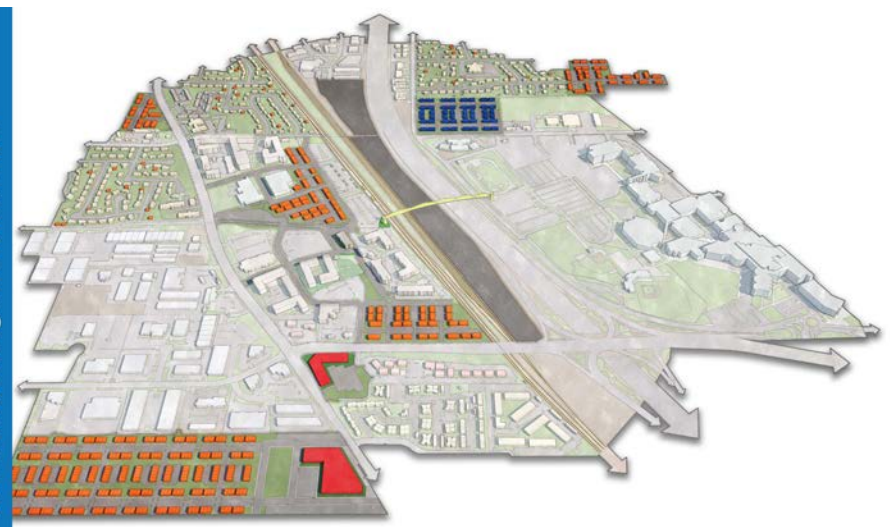
### Land Use Plan: Neighborhood Infill



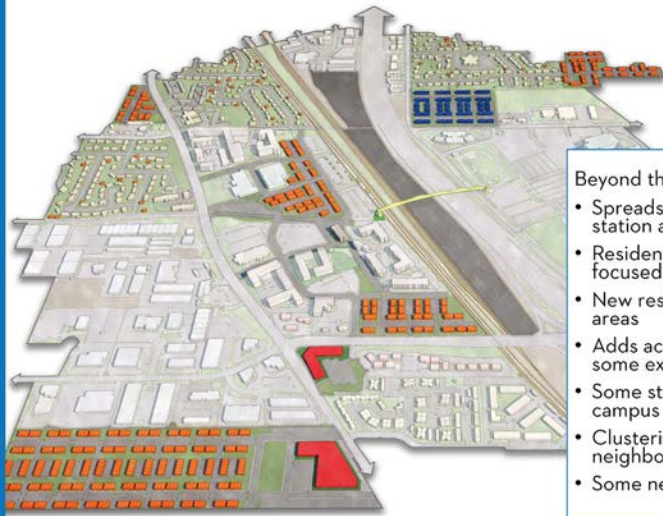
# Scenario 3: Neighborhood Infill



# Scenario 3: Neighborhood Infill



Scenario 3: Neighborhood Infill



- Beyond the Station Area:
- Spreads growth out beyond station area
  - Residential infill rather than a focused mixed-use village
  - New residential on undeveloped areas
  - Adds accessory dwelling units to some existing residential lots
  - Some student housing on campus
  - Clustering yields a neighborhood park
  - Some new commercial

Scenario 3: Neighborhood Infill

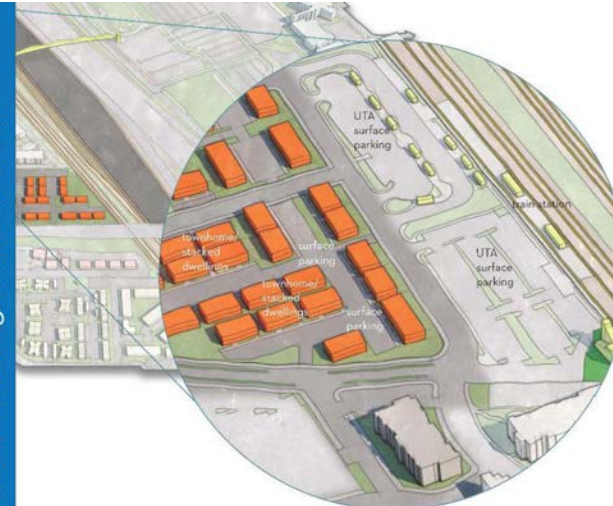


- Immediate Station Area:
- Single use: townhomes and 3 story stacked homes
  - Most UTA land remains a surface parking lot
  - Additional parking provided between train and freeway

Scenario 3: Neighborhood Infill



Scenario 3: Neighborhood Infill

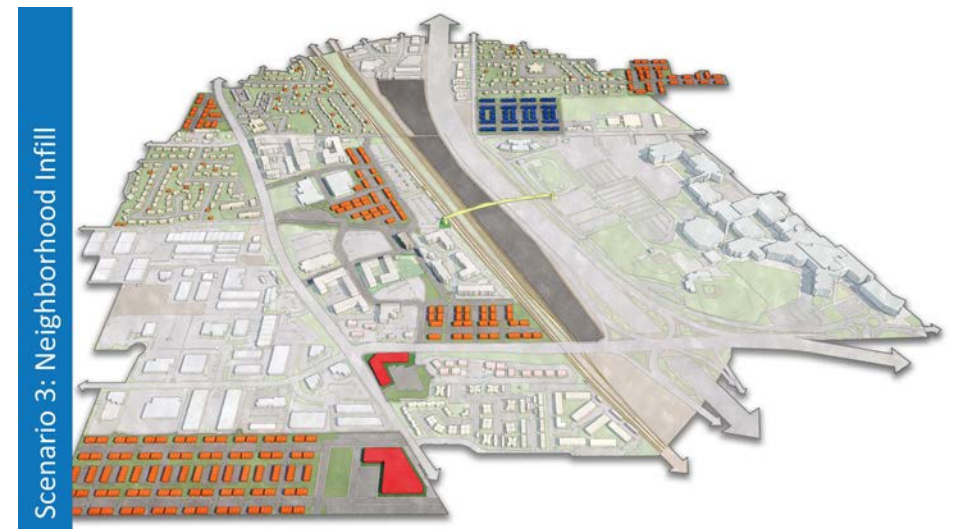




# How Do the Scenarios Compare?

2050 scenarios evaluation

Scenarios Comparison	Local Priorities (based on survey input)	Scenario 1: Station Area Mixed-Use Village	Scenario 2: UVU Mixed-Use Village	Scenario 3: Neighborhood Infill
	Safe pedestrian routes	● New street grid includes sidewalks; existing sidewalks connect to the new network (ADA compliant)	● New street grid includes sidewalks; existing sidewalks connect to the new network (ADA compliant)	● New streets include sidewalks, but less focus on creating a connected network than other scenarios (when built, ADA compliant)
	Trails connecting the station to other parts of UVU and regional amenities	● 2.9 miles of new dedicated pathways in study area, plus "complete streets" (streets that include bike lanes and sidewalks)	● No dedicated pathways, but 4.8 miles of "complete streets" in the study area (streets that include bike lanes and sidewalks)	● 0 miles of new trails
	More parking garages	● Emphasis on internal/wrapped parking garages to meet needs	● Emphasis on internal/wrapped parking garages to meet needs	● Emphasis on surface parking, no new parking garages
	Safe bike routes	● 2.9 miles of new dedicated pathways in study area, plus "complete streets" (streets that include bike lanes and sidewalks)	● 4.8 miles of "complete streets" in the study area (streets that include bike lanes and sidewalks)	● No new bike lanes or pathways
	Ability to move cars more efficiently	● Improved station area street network with additional station connections at University Parkway and 800 South	● Improved station area/UVU street network with additional station connections at University Parkway and 800 South	● Minimally connected station area street grid; no new ways to get in and out of the station area
	Affordable housing	● Efficient use of land enables lower cost housing and use of incentives that require 10% affordable housing and fund parking garages/other amenities (no cost to taxpayer)	● Efficient use of land enables lower cost housing; use of incentives may require 5-10% affordable housing and fund parking garages/other amenities (no cost to taxpayer); provides UVU student housing	● Inefficient use of land likely makes housing at station cost prohibitive to build or buy; tax payer funding required to replace surface lots (on which new housing is built) with new surface lot; minimal UVU student housing
	Passive greenspace	● 66.5 acres new open space, including preserved acres for farming or recreation (taxpayer funded); passive greenspace between the train and freeway, and urban forest pockets in the station area	● 2.2 acres new open space, some of which may be passive in use	● New 1.3 acre park in the southwest part of the study area, may have passive uses
	Placemaking	● Large station area plaza, destination street, and smaller plazas/parks provide places for gathering and things to do (e.g. ice skating ribbon, outdoor dining)	● Dual plazas at either end of the pedestrian bridge provide space for gathering and a rotating mix of things to do; smaller scale mixed-use streets provide outdoor dining	● Little focus on placemaking, though a park in the southwest part of the study area could foster some sense of place
	Reduced surface parking lots	● Surface parking significantly reduced and replaced with a village that includes parking garages	● Surface parking significantly reduced and replaced with a village that includes parking garages	● Relies on surface parking lots, including constructing a large lot between the train and the freeway (taxpayer funded)
	Day-to-day needs/services	● 100% of new residents within ½ mile (walking distance) of goods and services	● 100% of new residents within ½ mile (walking distance) of goods and services	● 28% of new residents within ½ mile (walking distance) of goods and services





## What Do You Think?

2050 scenarios evaluation

Scenario Shopping



Like Selecting  
Ingredients to Make  
a Meal

(Not a Prepackaged Dinner)

## What Do You Think?

2050 scenarios evaluation

Please take the survey at <https://imagineorem.org/front-runner-station-area/>



Thank you for participating!

OREM STATION AREA

# IMAGINE



Vision Concept Celebration  
February 28, 2024  
Welcome! We're glad you're here!

OREM STATION AREA

## Overall Objectives

*HB 462 Housing Affordability Amendments*

- Maximize development potential in appropriate areas
- Cities (and citizens!) determine how best to meet shared objectives



OREM STATION AREA

*Station Area Planning*

## Shared Objectives

- Increase the availability and affordability of **housing**
- Promote sustainable **environmental** conditions
- Enhance access to **opportunities**
- Increase **transportation** choices and connections



OREM STATION AREA

Orem  
Station



Orem  
Station



Orem  
Station



Orem  
Station



What do you imagine?

Let's create a vision...  
...together!



OREM STATION AREA





How many people are expected to live in Utah by 2060?

- 9.4 million
- 7.2 million
- 3.5 million
- 5.5 million



How many people are expected to live in Utah by 2060?

- 9.4 million
- 7.2 million
- 3.5 million
- **5.5 million**

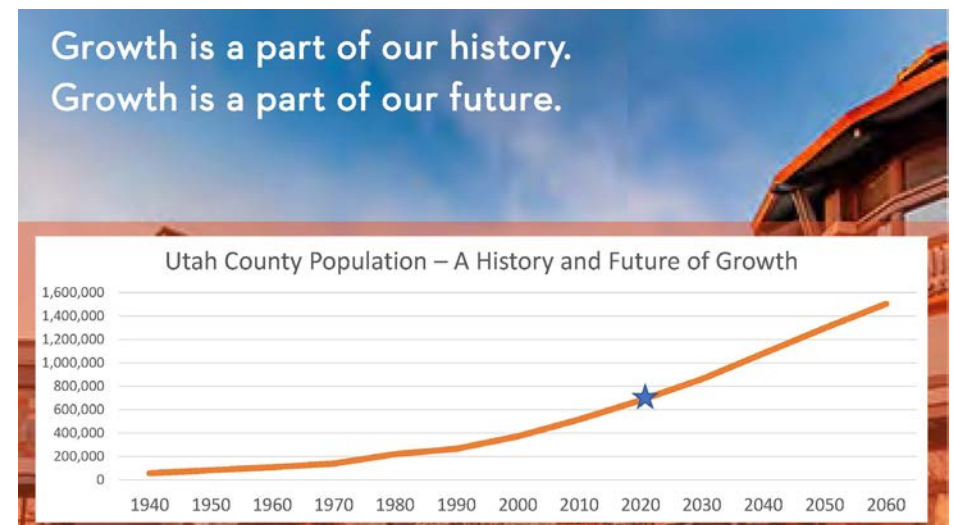
30+% of statewide growth is expected to happen in Utah County



Utah County is expected to add 674,000 residents between 2020 and 2060.

*Our population doubles.*

2020: 664,258  
2060: 1,338,222





## Utah County: Median Home Sales Price & Household Income



## Utah County: Median Home Sales Price & Household Income





## Utah County: Median Home Sales Price & Household Income



## Utah County: Median Home Sales Price & Household Income



What is affordable housing? It depends on what you make...  
28% of gross annual household (HH) income

	HH Income	Home Price	Annual Mortgage	Monthly Mortgage
Median income HH	\$86,597	\$285,595	\$24,252	\$2,021
Moderate Income HH (80% of AMI)	\$69,278	\$228,478	\$19,397	\$1,616
Low Income HH (60% of AMI)	\$51,958	\$171,357	\$14,554	\$1,212

Generally referred to as  
"affordable housing"

Assumptions: down payment 5%, PMI/taxes at national average, 6.0% interest rate, 30-year fixed mortgage, annual maintenance costs not included

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Have you seen  
homes for these  
prices lately?



## What is affordable housing? It depends on what you make... 28% of gross annual household (HH) income

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Generally referred to as  
"affordable housing"

### What about renters?

- Average rent: \$1,482
- 48% of renters are cost burdened
- 12% of renters can afford to purchase a median priced home in Utah

Assumptions: down payment 5%, PMI/taxes at national average, 6.9% interest rate, 30-year fixed mortgage, annual maintenance costs not included



## What do you imagine?

When growth pressure is high,  
creating great places to live, in the  
right locations, matters...a lot!



## A Public Stakeholder Process

1. Provides research and information to the public
2. Seeks broad public input
3. Build vision directly from public input
4. Uses transparent methods
5. Builds momentum for implementation



## Public Visioning & Station Area Plan Process



## Tested Values and Preferences

# 548 Responses

[Real Time & Online]

Analysis: all results | where living | age

## Type of Place: Top Ideas

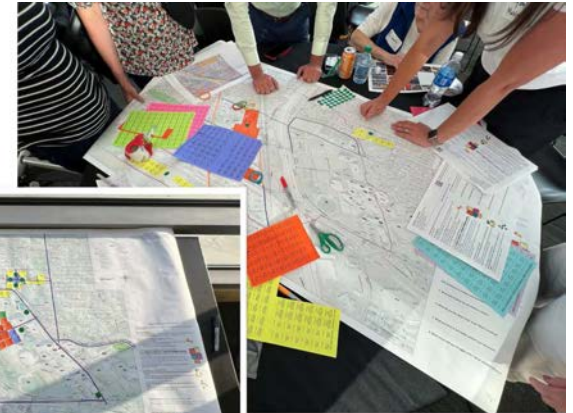
1. A **mixed-use destination** serving Orem **residents**, students, and commuters.
2. A **commuter hub** that provides parking and basic services for commuters.
3. A vibrant center with strong **ties to UVU** and its students.



## Priorities:

- ✓ Safe **pedestrian** routes
- ✓ **Trail** connections
- ✓ More parking **garages**
- ✓ Safe **bike** routes
- ✓ Ability to move **cars** efficiently
- ✓ Affordable **housing**
- ✓ Passive **greenspace**
- ✓ **Reduced** surface parking lots
- ✓ Day-to-day **needs/services**
- ✓ **Placemaking**

## 17 Maps



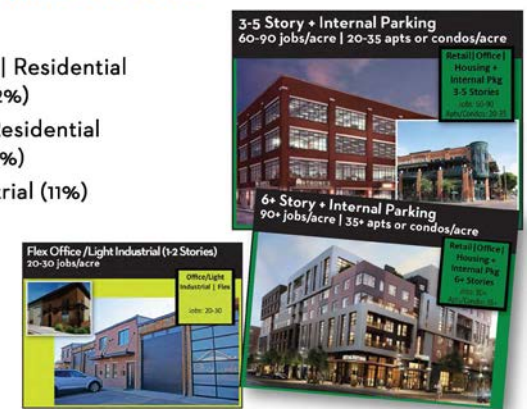
## Maps: Percent of Households Placed

- 6+ Story Residential with Internal Parking (16%)
- 3-5 Story Residential with Internal Parking (15%)
- 3-5 Story Retail | Office | Residential with Internal Parking (11%)
- 2-3 Story Residential with Internal Parking (8%)
- 3-5 Story Retail/Residential with Internal Parking (8%)
- Single Family (6%)
- 6+ Story Retail/Office/Residential with Internal Parking (6%)
- Townhome/Mansion Home (5%)
- 5-6 Story Retail/Hotel with Internal Parking (not really households) (4%)
- 4 Story Hotel with Surface Parking (not really households) (4%)



## Maps: Percent of Jobs Placed

- 3-5 Story Retail | Office | Residential with Internal Parking (32%)
- 6+ Story Retail/Office/Residential with Internal Parking (18%)
- Flex Office/Light Industrial (11%)
- Retail (7%)
- Neighborhood Retail (7%)





## Maps: Destination Buildings

1. Retail/Entertainment District (28 acres)
2. Institutional Building (25 acres)
3. Cultural Destination (7.5 acres)
4. Recreation Destination (4 acres)
5. University Destination (1 acres)



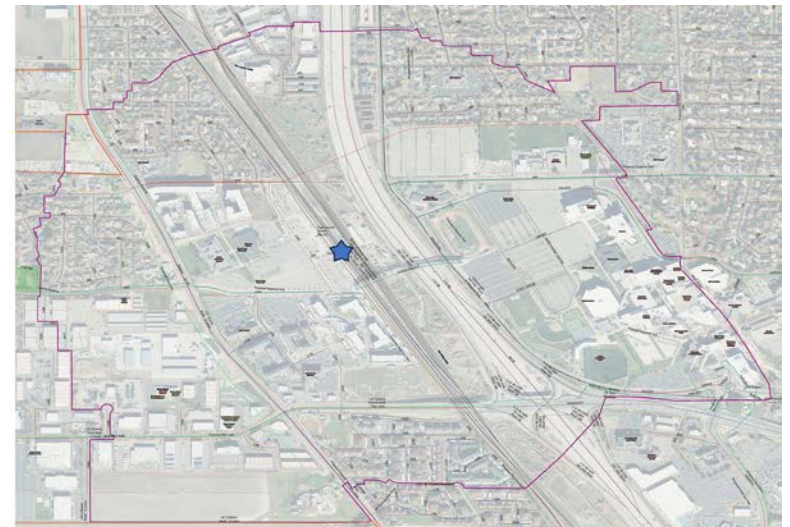
## Maps: Parking

1. Shared Parking Garage (42 acres)
2. Shared Parking Garage with Commercial Wrap (18 acres)
3. Surface Parking Lots (12 acres)



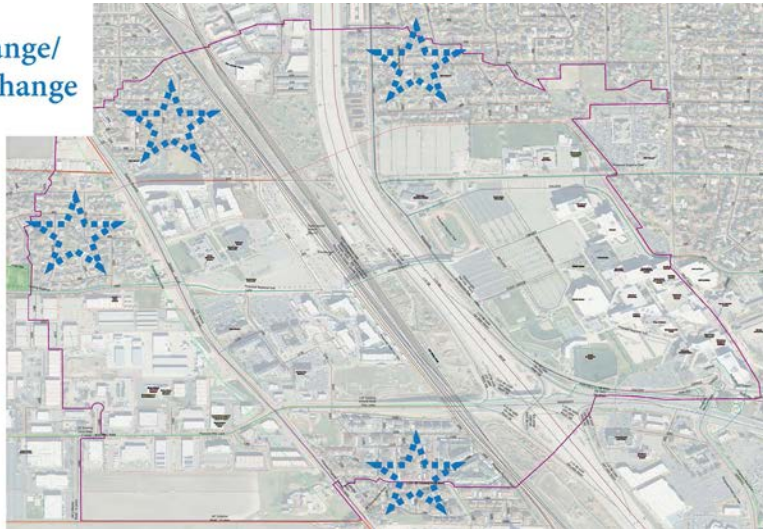
## Maps: Popular Placemaking

- Park (neighborhood, pocket)
- Plaza
- Skating ribbon/rink
- Green space
- Playground
- Preserved ag/orchards
- Trail to lake

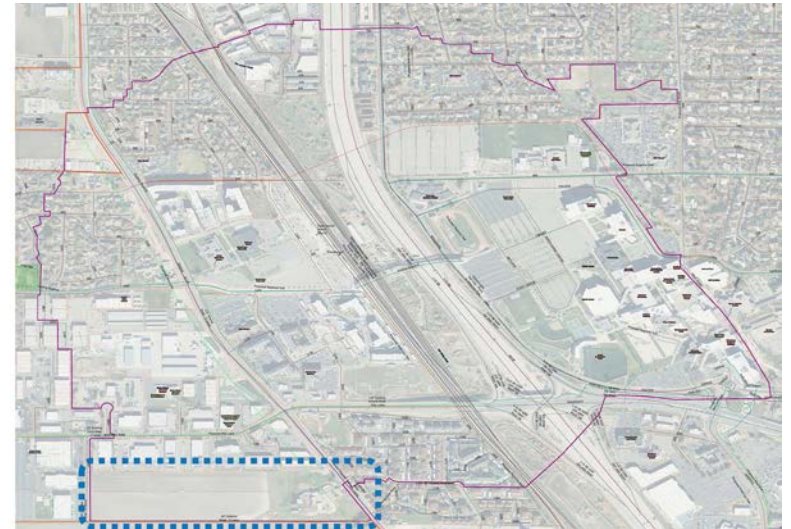


Existing Residential

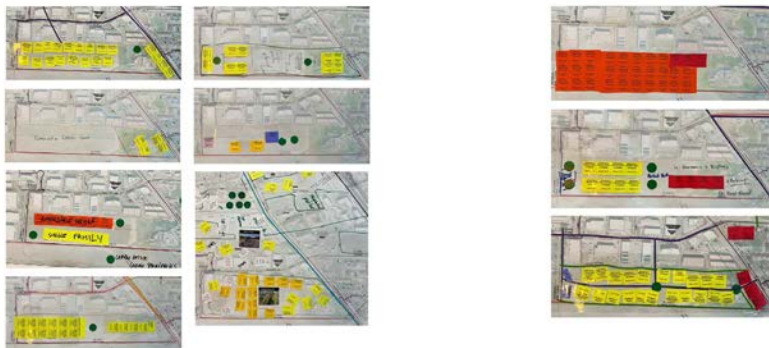
no change/  
little change



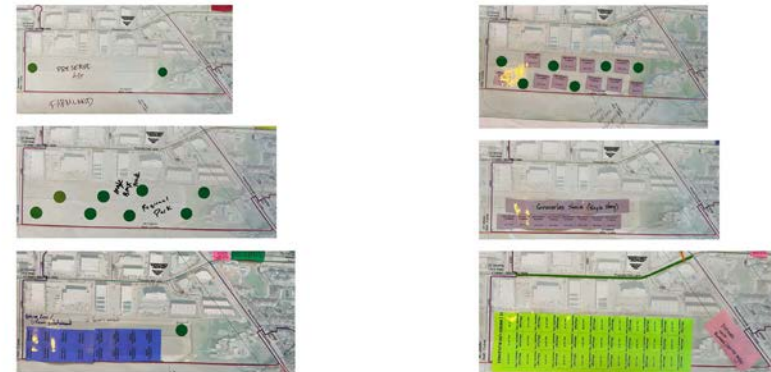
Southwest Geneva Road



SW Geneva Road: Housing + Greenspace or Retail

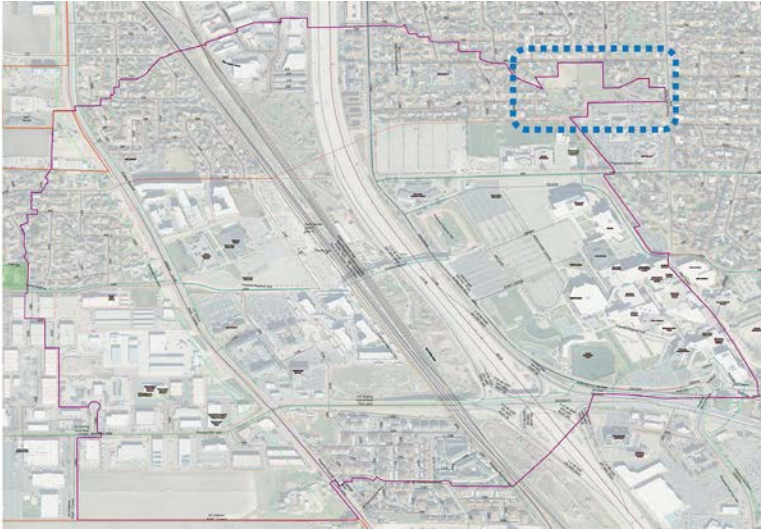


SW Geneva Road: Greenspace or Industrial/Office



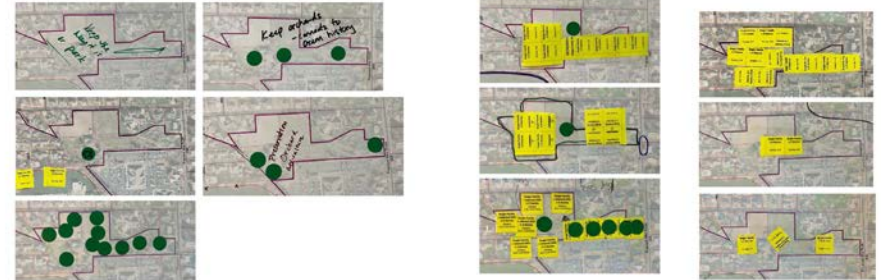


Northeast of UVU

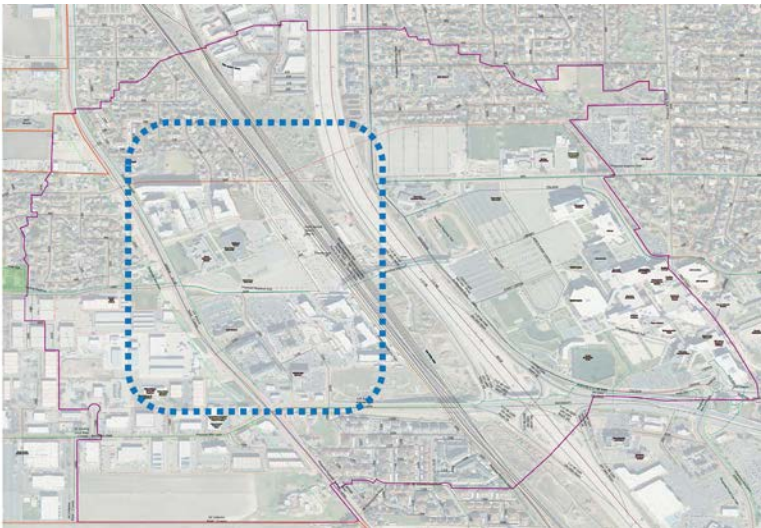


### Northeast of UVU

- preserved
- single family/multifamily & green space
- single family

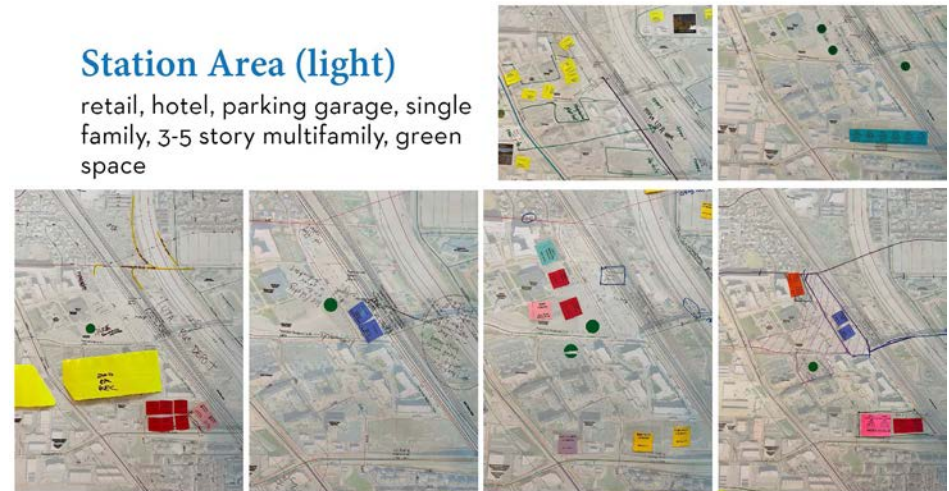


Station Area



### Station Area (light)

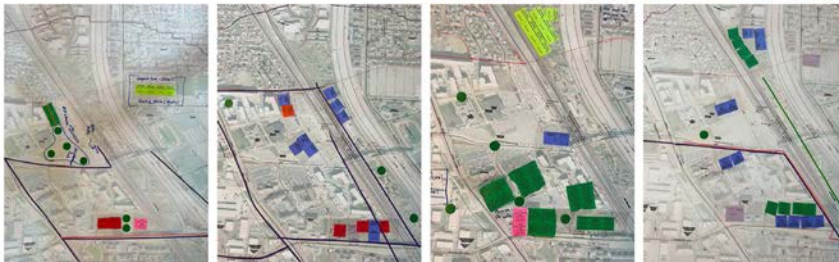
retail, hotel, parking garage, single family, 3-5 story multifamily, green space



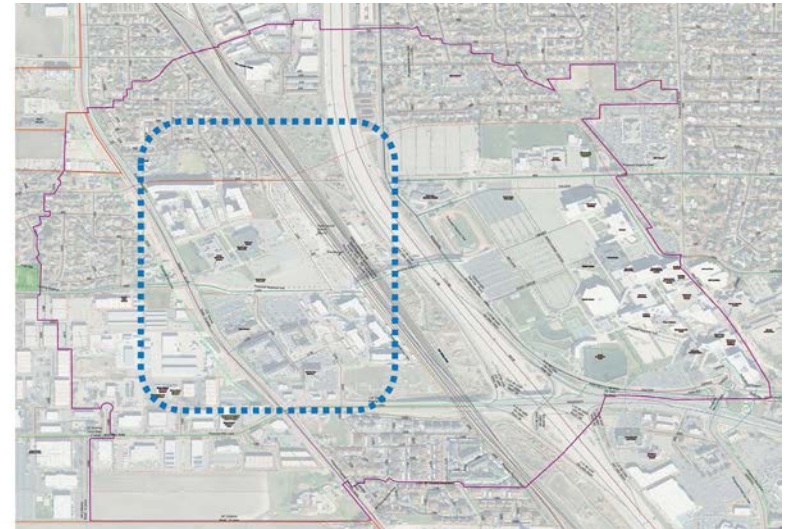


## Station Area - Village

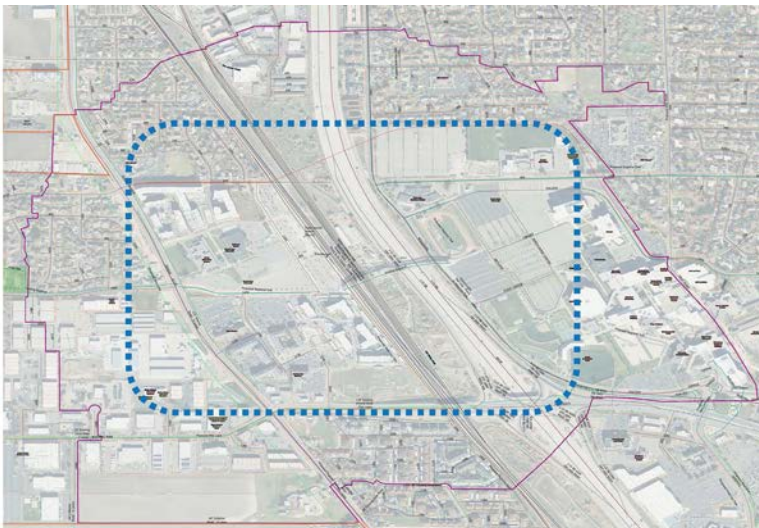
mostly multifamily/mixed use, some townhomes, wrapped parking, generally emphasis on both station and University Parkway



## Station Area



## Station Area + UVU



## Station Area + UVU - Village

mixed use, multifamily housing, destination street



## Big Ideas(across maps and survey)

- Residential neighborhoods (preserve existing, add new—with greenspace)
- Mixed use villages (station, UVU)
  - Market rate and affordable housing
  - Parking garages (often with a commercial wrap)/reduced surface lots
  - Destination street/buildings (retail, entertainment, institutional, hotel)
  - Placemaking (e.g., ice skating, plaza, dog park)
- Retail (e.g., grocery)
- Green spaces throughout (e.g., orchard, passive space, parks)
- Trails/pathways (connections, pedestrian and bike safety)
- Roads (efficient, safe for multiple transportation modes)

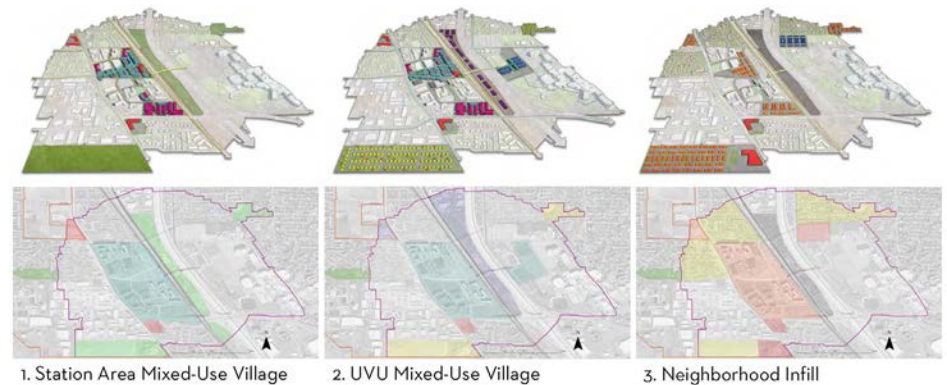
## Let's Explore Some Options...

2050 scenarios

### Orem Station Area Scenarios

- Long-term—looking toward 2050
- Based on public feedback, explore alternative ways we can shape growth at the station area
- Similar numbers of new households and parking spaces (replaced stalls that are redeveloped, one new space per bedroom)
- Emphasis is on how we grow, not on how much we grow

### Orem Station Area Scenarios





# Scenario 1: Station Mixed-Use Village

## Scenario 1: Station Mixed-Use Village

In this scenario most anticipated growth is located near FrontRunner Station and along University Parkway, where a pedestrian-friendly village emerges. The village includes mixed-use buildings with market-rate and affordable housing, offices, hotel, and ground-floor retail and services. Retail and services are located on the street side of the village, while offices, hotel, and ground-floor retail and services are located on the back side. The village is mostly housed within multi-level parking garages that are integrated with commercial or residential uses, providing convenient parking while minimizing the visual impact of parking. Parks, small parks, and natural areas with trails and pathways bring nature into the village, and a trail provides connection to Utah Lake. A destination street runs west from the station and anchors the space with shopping, dining and entertainment options. The village features may include an open-street market and places for outdoor dining.

Beyond the immediate station area, other parts of the study area see little change. Single-family neighborhoods remain as they are. The area sees some new commercial. Some currently undeveloped lands are preserved as green space. UTV continues planned institutional building expansion.

**Mixed-Use Buildings**

- Most growth occurs in the village with a mix of uses to live, work, and play along a destination street, culminating with an open-street market and places for outdoor dining.
- Multi-story buildings with market-rate and affordable housing, offices, hotel, and ground-floor retail and services.
- Parking garages internal to buildings, wrapped with commercial/housing.
- Quality design and materials offer a high-quality neighborhood feel.
- Building design and materials offer a high-quality neighborhood feel.
- Building design and materials offer a high-quality neighborhood feel.

**Destination Street and Plaza**

- A destination street runs west from the station and anchors the space with shopping, dining and entertainment options.
- A plaza at the end of the street adjacent to the station, providing space for outdoor dining.

**New Neighborhood Streets**

- New streets adjacent to the station with small parks, natural areas, and places for outdoor dining.
- New streets adjacent to the station with small parks, natural areas, and places for outdoor dining.
- New streets adjacent to the station with small parks, natural areas, and places for outdoor dining.

**Parks, Trails & Pathways**

- Parks, small parks, and natural areas with trails and pathways bring nature into the village, and a trail provides connection to Utah Lake.
- Parks, small parks, and natural areas with trails and pathways bring nature into the village, and a trail provides connection to Utah Lake.
- Parks, small parks, and natural areas with trails and pathways bring nature into the village, and a trail provides connection to Utah Lake.

**Retail/Commercial**

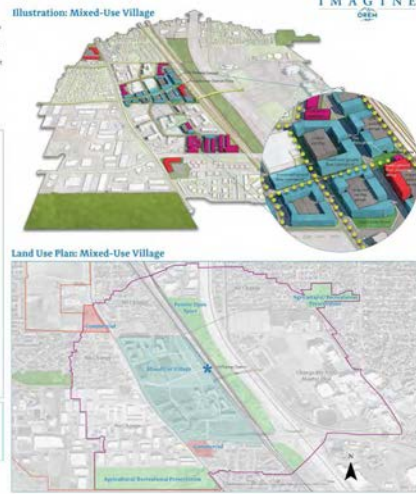
- Retail and commercial uses are located on the street side of the village, while offices, hotel, and ground-floor retail and services are located on the back side.
- Retail and commercial uses are located on the street side of the village, while offices, hotel, and ground-floor retail and services are located on the back side.
- Retail and commercial uses are located on the street side of the village, while offices, hotel, and ground-floor retail and services are located on the back side.

**Agri/Recreational Preservation**

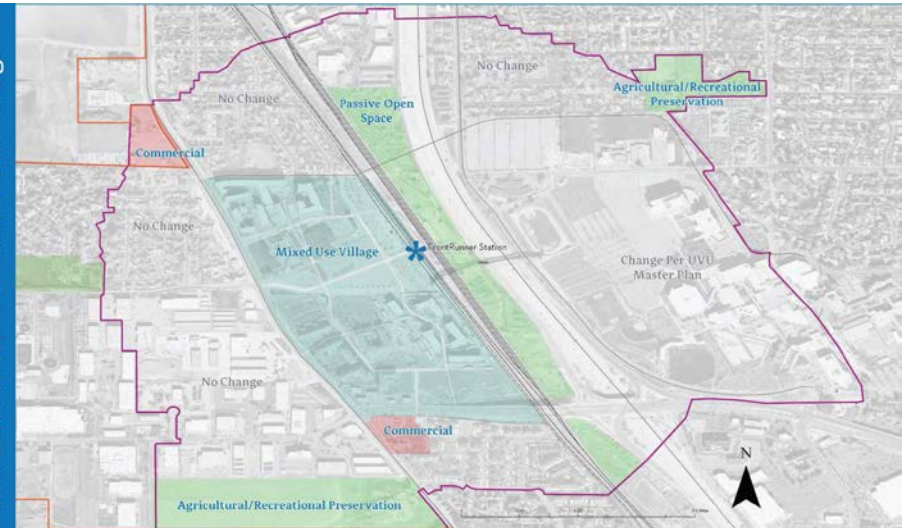
- Some currently undeveloped lands are preserved as green space.
- Some currently undeveloped lands are preserved as green space.
- Some currently undeveloped lands are preserved as green space.

**Existing Buildings/Development**

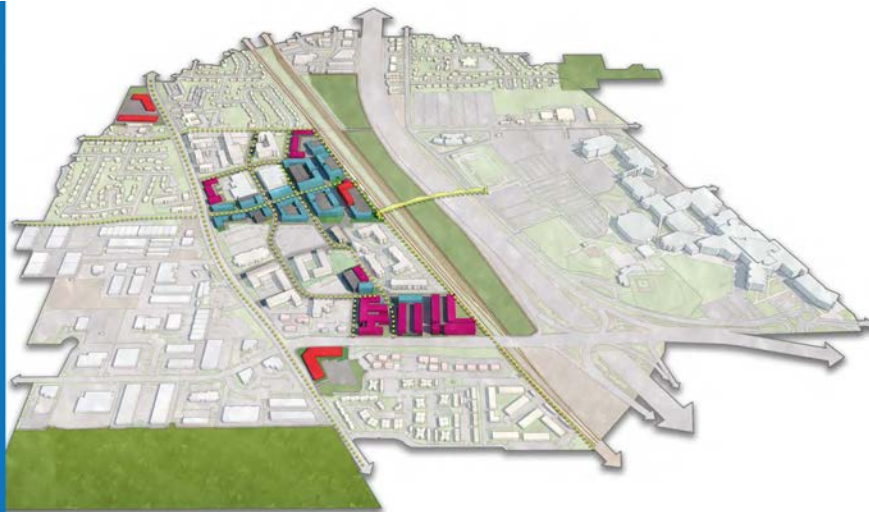
- No change / UTV master plan



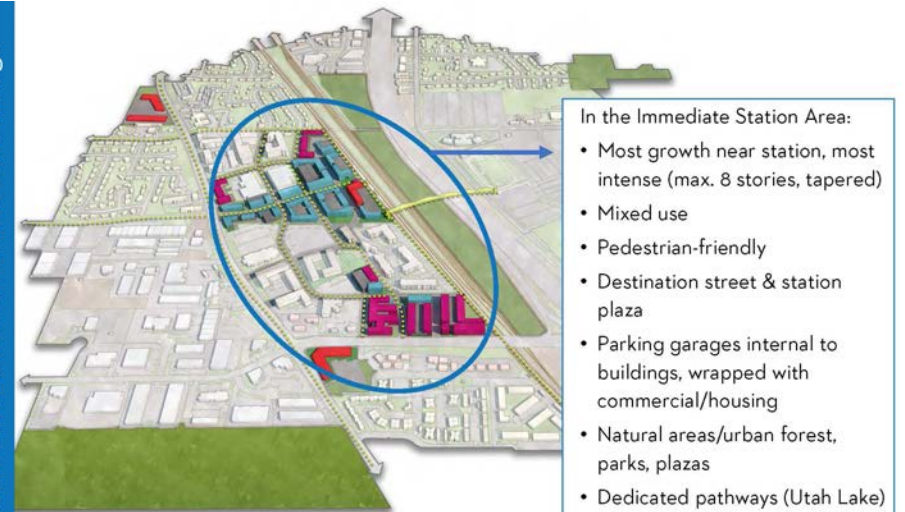
# Scenario 1: Station Mixed-Use Village



# Scenario 1: Station Mixed-Use Village



# Scenario 1: Station Mixed-Use Village





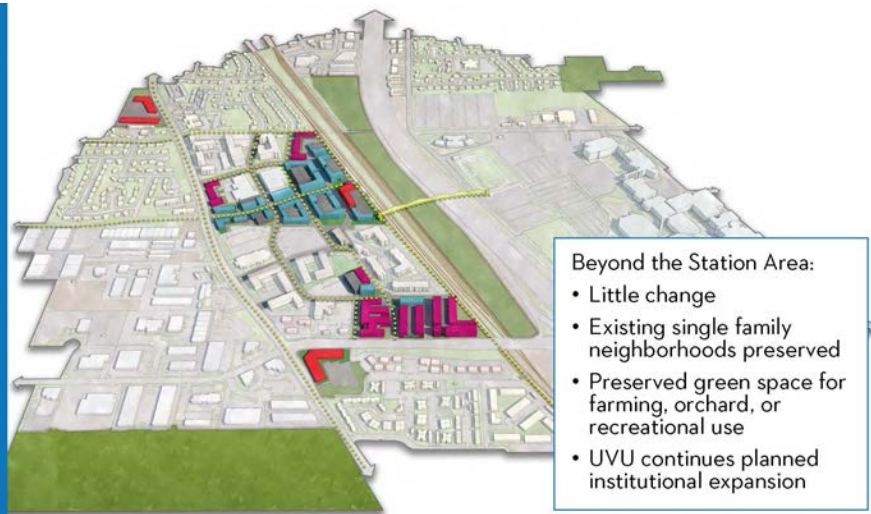
# Scenario 1: Station Mixed-Use Village



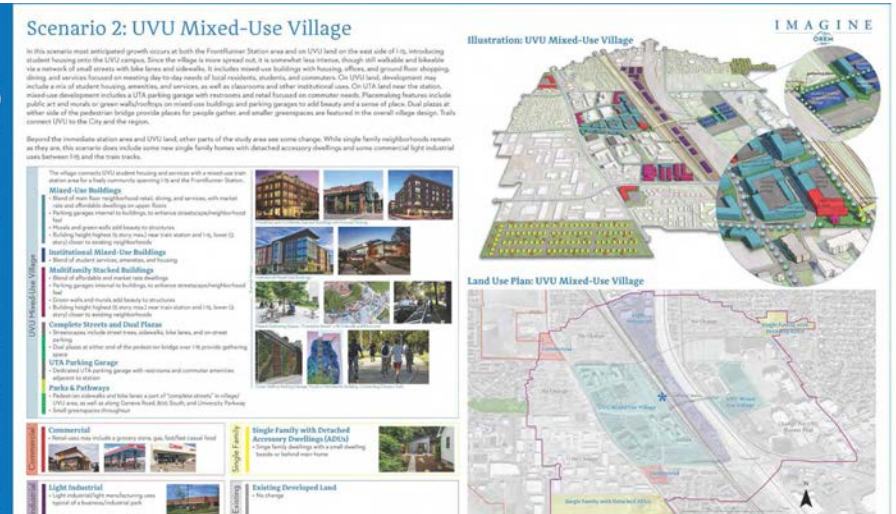
# Scenario 1: Station Mixed-Use Village



# Scenario 1: Station Mixed-Use Village

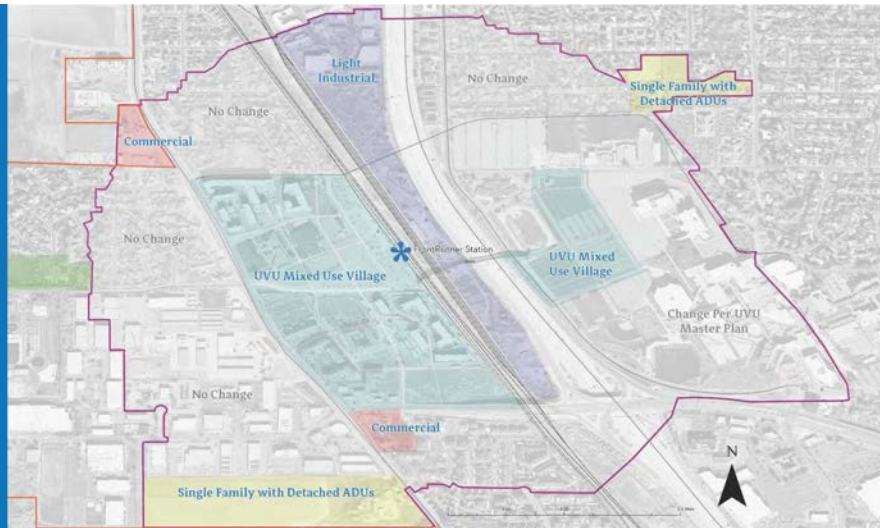


# Scenario 2: UVU Mixed-Use Village

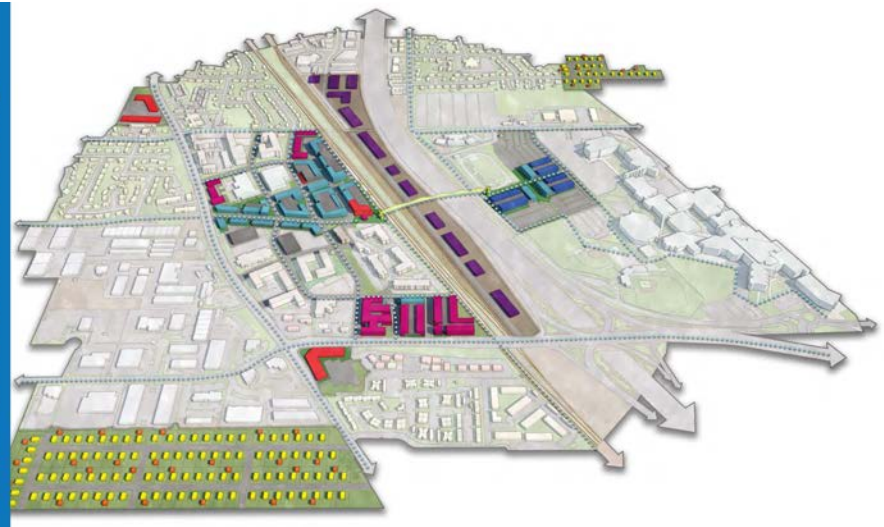




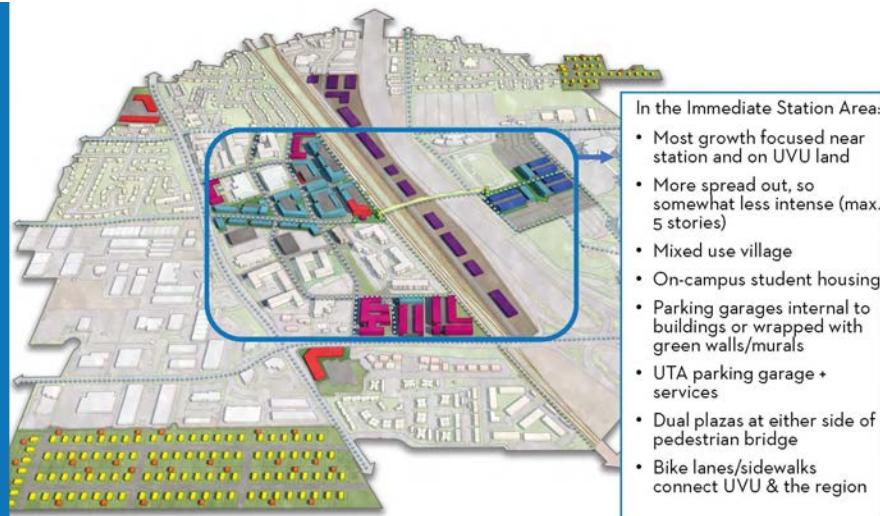
Scenario 2: UVU Mixed-Use Village



Scenario 2: UVU Mixed-Use Village



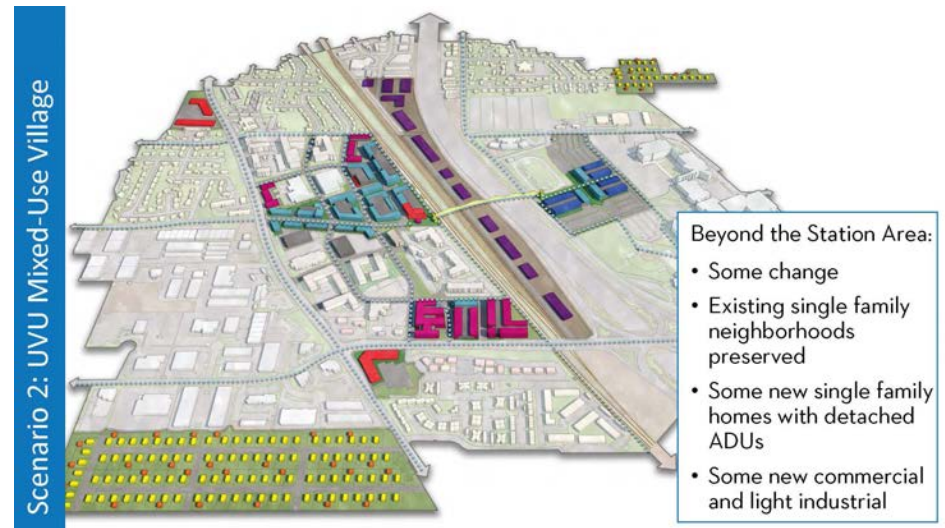
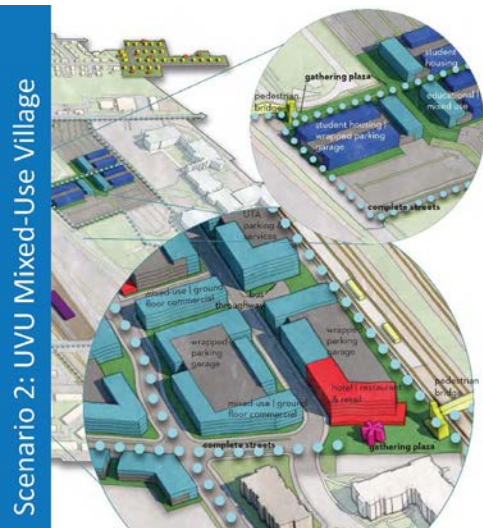
Scenario 2: UVU Mixed-Use Village



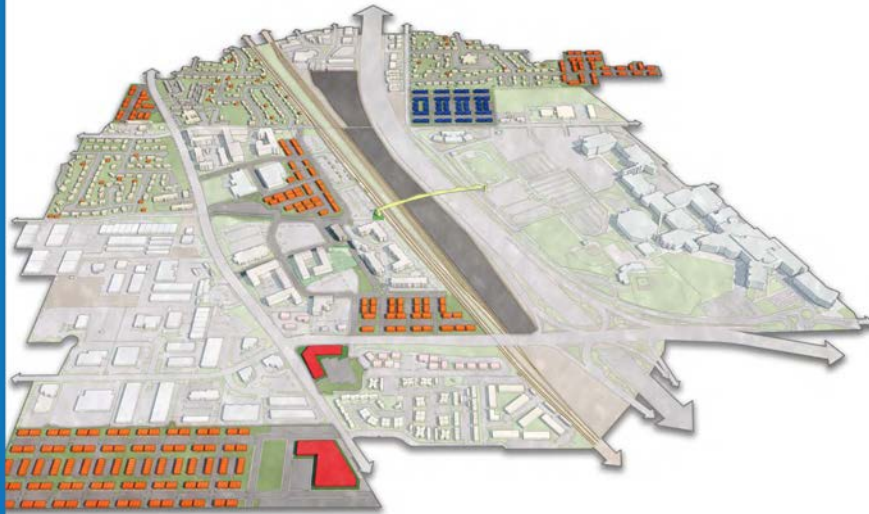
Scenario 2: UVU Mixed-Use Village



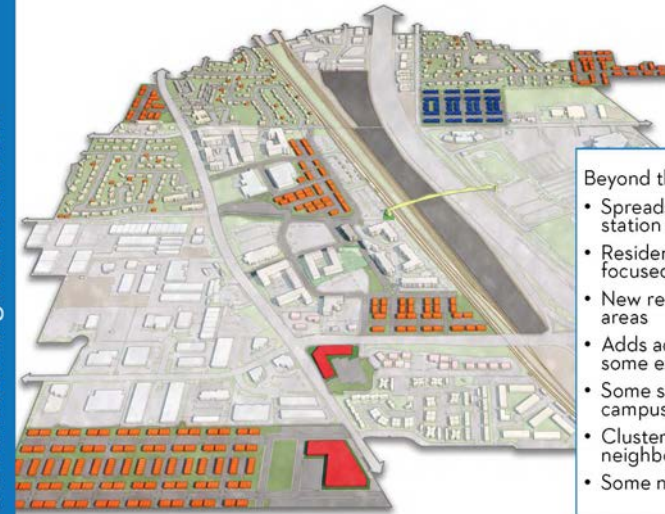




Scenario 3: Neighborhood Infill

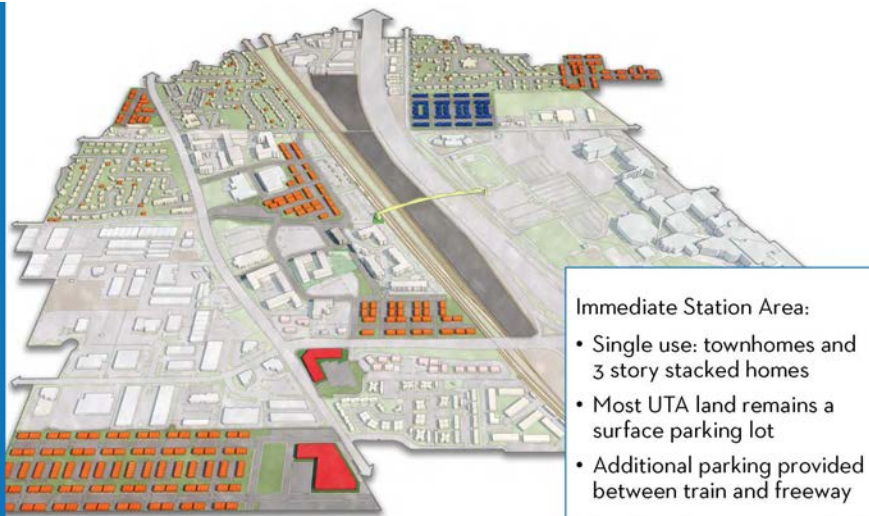


Scenario 3: Neighborhood Infill



- Beyond the Station Area:
- Spreads growth out beyond station area
  - Residential infill rather than a focused mixed-use village
  - New residential on undeveloped areas
  - Adds accessory dwelling units to some existing residential lots
  - Some student housing on campus
  - Clustering yields a neighborhood a park
  - Some new commercial

Scenario 3: Neighborhood Infill

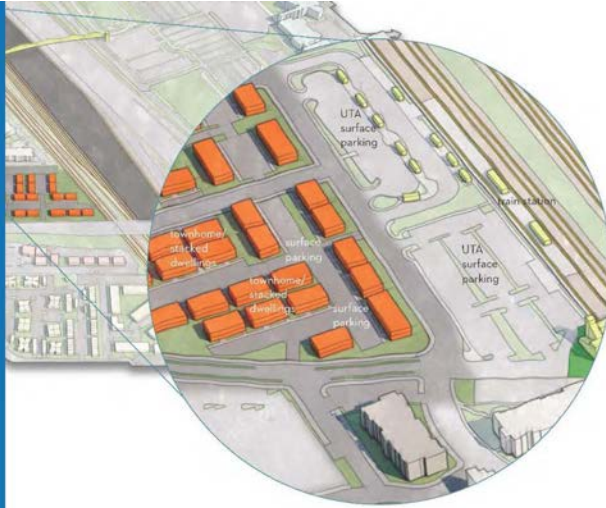


- Immediate Station Area:
- Single use: townhomes and 3 story stacked homes
  - Most UTA land remains a surface parking lot
  - Additional parking provided between train and freeway

Scenario 3: Neighborhood Infill



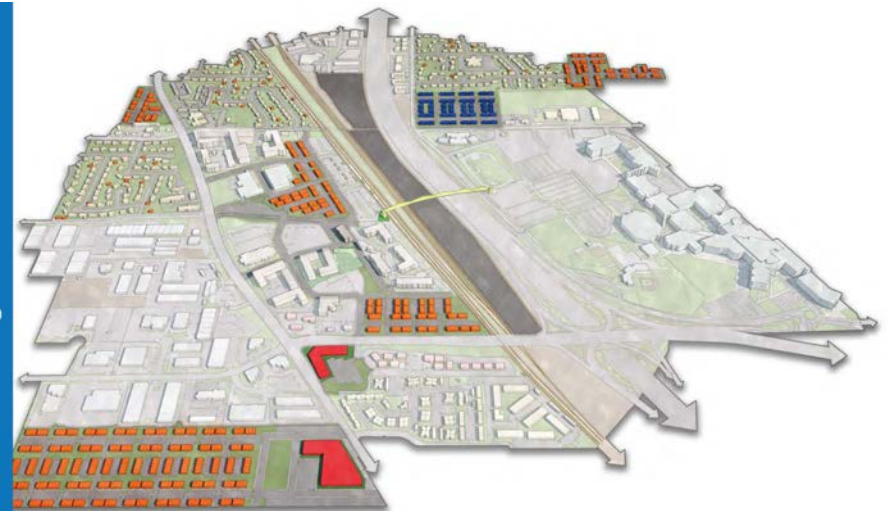




## 2050 scenarios evaluation

Local Priorities (based on survey input)	Scenario 1: Station Area Mixed-Use Village	Scenario 2: UVU Mixed-Use Village	Scenario 3: Neighborhood Infill
Safe pedestrian routes	New street grid includes sidewalks; existing sidewalks connect to the new network. (ADA compliant)	New street grid includes sidewalks; existing sidewalks connect to the new network. (ADA compliant)	New streets include sidewalks, but less focus on creating a connected network than other scenarios (when built, ADA compliant)
Trails connecting the station to other parts of UVU and regional amenities	2.9 miles of new dedicated pathways in study area, plus "complete streets" (streets that include bike lanes and sidewalks)	No dedicated pathways, but 4.8 miles of "complete streets" in the study area (streets that include bike lanes and sidewalks)	0 miles of new trails
More parking garages	Emphasis on internal/terrace parking garages to meet needs	Emphasis on internal/terrace parking garages to meet needs	Emphasis on surface parking, no new parking garages
Safe bike routes	2.9 miles of new dedicated pathways in study area, plus "complete streets" (streets that include bike lanes and sidewalks)	4.8 miles of "complete streets" in the study area (streets that include bike lanes and sidewalks)	No new bike lanes or pathways
Ability to move cars more efficiently	Improved station area street network with additional station connections at University Parkway and 800 South	Improved station area/UVU street network with additional station connections at University Parkway and 800 South	Minimally connected station area street grid; no new ways to get in and out of the station area
Affordable housing	Efficient use of land enables lower cost housing and use of incentives that require 10% affordable housing and fund parking garages (other amenities (no cost to taxpayer))	Efficient use of land enables lower cost housing; use of incentives may require 5-10% affordable housing and fund parking garages (other amenities (no cost to taxpayer), provides UVU student housing)	Inefficient use of land likely makes housing at station cost prohibitive to build or buy, tax payer funding required to replace surface lots (on which new housing is built) with new surface lot, minimal UVU student housing
Passive greenspace	66.5 acres new open space, including preserved areas for farming or recreation (taxpayer funded), passive greenspace between the train and freeway, and urban forest pockets in the station area	2.2 acres new open space, some of which may be passive in use	New 1.3 acre park in the southwest part of the study area, may have passive uses
Placemaking	Large station area plaza, destination street, and smaller plaza/parks provide places for gathering and things to do (e.g. ice skating ribbon, outdoor dining)	Dual plazas at either end of the pedestrian bridge provide space for gathering and a rotating menu of things to; smaller scale mixed-use streets provide outdoor dining	Little focus on placemaking, though a park in the southwest part of the study area could foster some sense of place
Reduced surface parking lots	Surface parking significantly reduced and replaced with a village that includes parking garages	Surface parking significantly reduced and replaced with a village that includes parking garages	Relies on surface parking lots, including constructing a large lot between the train and the freeway (taxpayer funded)
Day-to-day needs/services	100% of new residents within ½ mile (walking distance) of goods and services	100% of new residents within ½ mile (walking distance) of goods and services	28% of new residents within ½ mile (walking distance) of goods and services

### Scenario 3: Neighborhood Infill





## Scenario Shopping



Like Selecting  
Ingredients to Make  
a Meal

(Not a Prepackaged Dinner)

## Scenarios Evaluation Survey

### Tested Ideas Found in Scenarios

**411 Responses**

[Real Time & Online]

Analysis: all results | where living | age

## Survey Results | Transportation

✓ **85%** multimodal transportation approach

**72%** dedicated pathway for biking/walking along busy roads

**42%** bike lane and sidewalk on quieter streets

**75%** want to access day-to-day needs mostly on foot

**88%** wrapped/masked parking garages, not surface lots



## Survey Results | Land Use

✓ **84%** favor focusing housing in a mixed-use village

**78%** on-campus UVU housing

**82%** provide moderate income housing

**79%** provide low income housing

**72%** home ownership *[e.g. the ability to buy a townhouse or condo]*

## Survey Results | Land Use

✓ **84%** favor focusing housing in a mixed-use village

**78%** on-campus UVU housing

**82%** provide moderate income housing

**79%** provide low income housing

**72%** home ownership *[e.g. the ability to buy a townhouse or condo]*

**79%** taller buildings with comfortable transitions to existing neighborhoods  
*[50% favor up to 8-stories; 29% favor up to 5-stories]*

**91%** amenities near the train station *[neighborhood & destination uses]*

## Survey Results | Land Use

**63%** new single family and townhomes with ADUs and green space  
*[vacant parcels southwest of Geneva Road and northeast of UVU]*

**64%** favor allowing/encouraging detached ADUs in existing neighborhoods

## Survey Results | Public/Open Space

**79%** plazas or gathering areas in the station area

**52%** urban forest or green space as their most preferred way to access nature

## Public Engagement to Date

- Planning Commission meeting | 1
- City Council meetings | 2
- Stakeholder meetings | 7
- Brainstorming workshop | 150+ participants | 17 maps created
- Brainstorming real time and online survey | 548 responses
- Scenarios evaluation workshop | 75+ participants
- Scenarios evaluation real time and online survey | 411 responses
- Outreach: postcard, newsletter, social, sandwich boards, email invitations, posters

225+ public workshop participants | 950+ survey responses

## 2050 Vision Development: Our Task

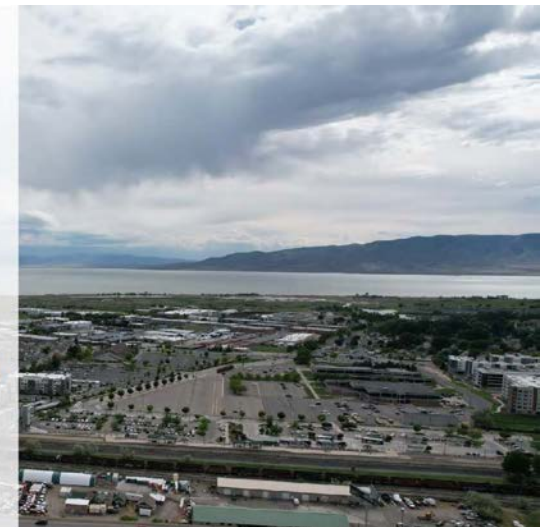
1. Pull concepts from the three scenarios that captured previous public feedback.
2. Reflect the overall input from hundreds of residents and stakeholders.
3. Implement regional goals for housing, environment, opportunities, and transportation in a uniquely local way.
4. Meet demands for Orem/Utah County generational growth (thinking about our kids/grandkids).



## Orem Station Area Vision

### Orem Station Area Vision

Orem Station is an urban neighborhood that supports Orem residents, UVU students, and commuters who are living, working, playing, learning, and traveling in the area. It's a friendly place to call home, an innovative educational and vocational hub, a launch pad for workdays and school days, and a place to gather and enjoy time with friends, family, classmates, and coworkers.





# Orem Station Area Vision Principles

Orem Station Area: Vision Principle 1

Focus growth in a station area village with a range of housing, amenities, and educational and employment opportunities.



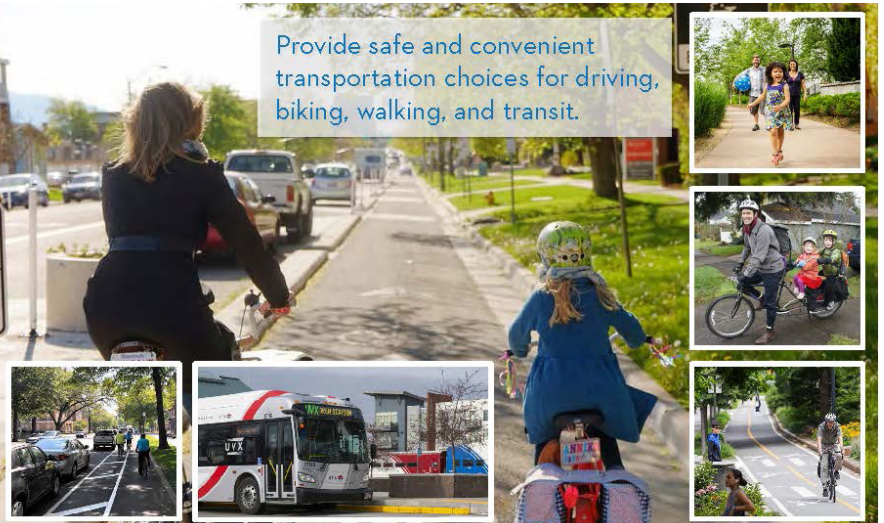
Orem Station Area Vision Principle 2

Provide housing options to meet the needs of a variety of households, incomes, and life stages.



Orem Station Area Vision Principle 3

Provide safe and convenient transportation choices for driving, biking, walking, and transit.





Orem Station Area Vision Principle 4



Connect people to nature and engaging opportunities to be outside.



Orem Station Area Vision Principle 5



Encourage community with public gathering spaces and friendly streets with shops, restaurants, and entertainment.

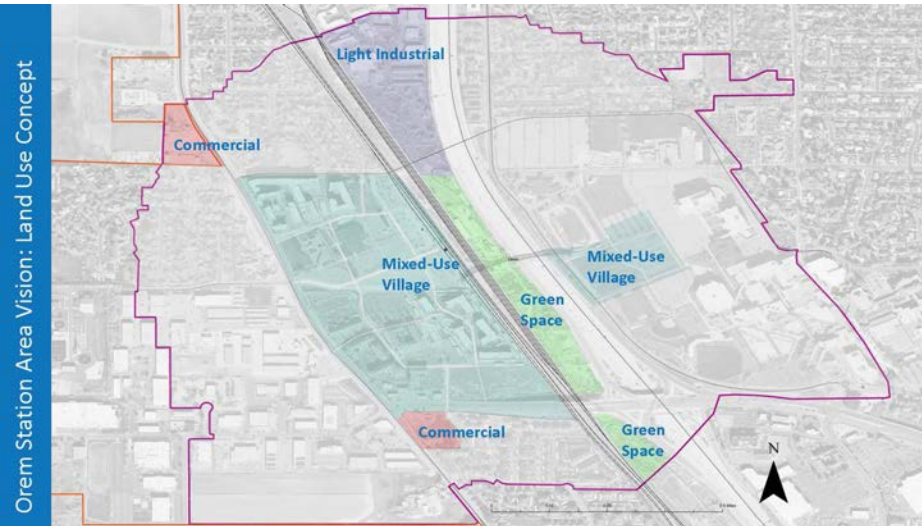
Orem Station Area: Vision Principle 6



Support long-term positive economic impact and opportunity for Orem and its citizens.

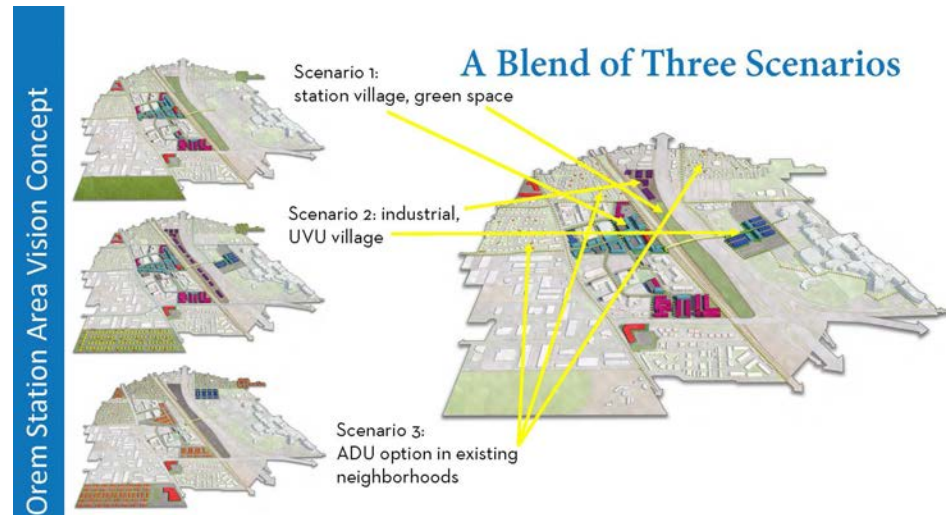
## Orem Station Area Land Use Concept

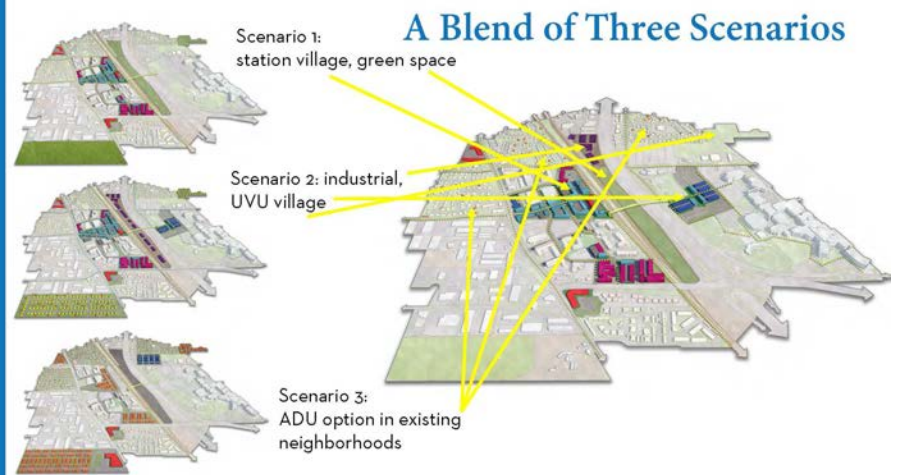
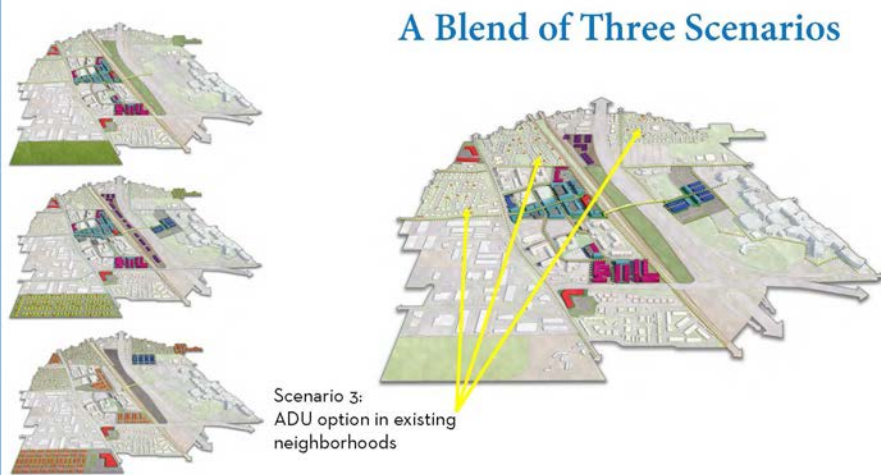
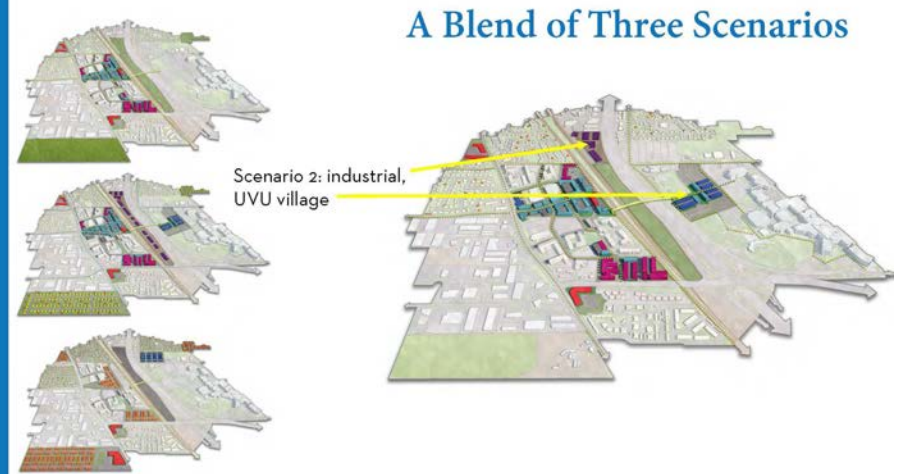
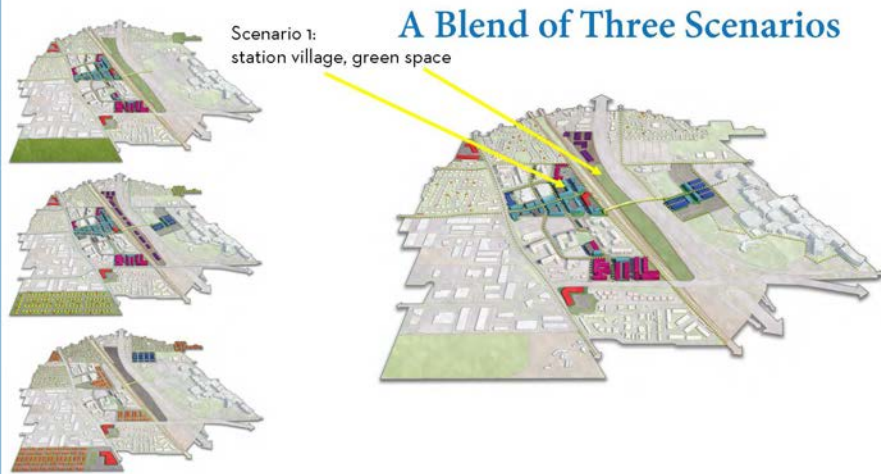




## Imagine Orem Station Area

a long-term vision concept



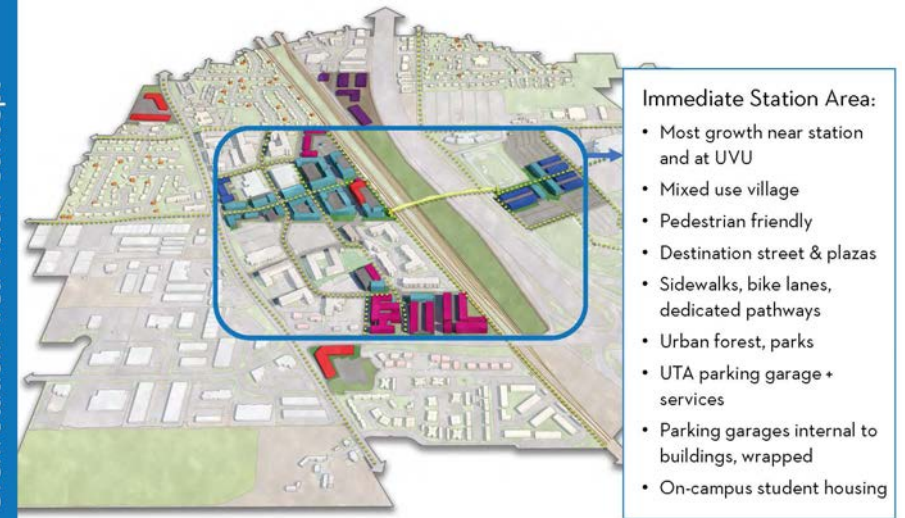




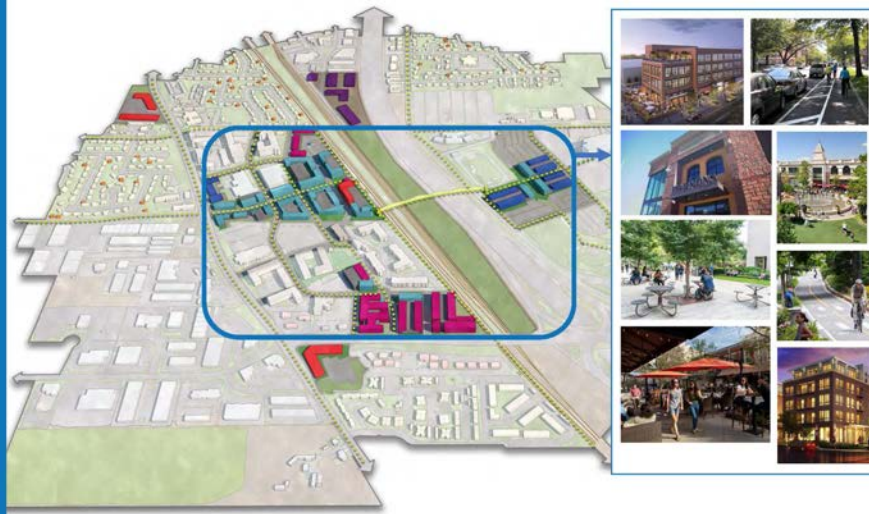
Orem Station Area Vision



Orem Station Area Vision Concept



Orem Station Area Vision



Orem Station Area Vision Concept











## Poster Session

Explore Vision Concepts | Identify Priority Objectives

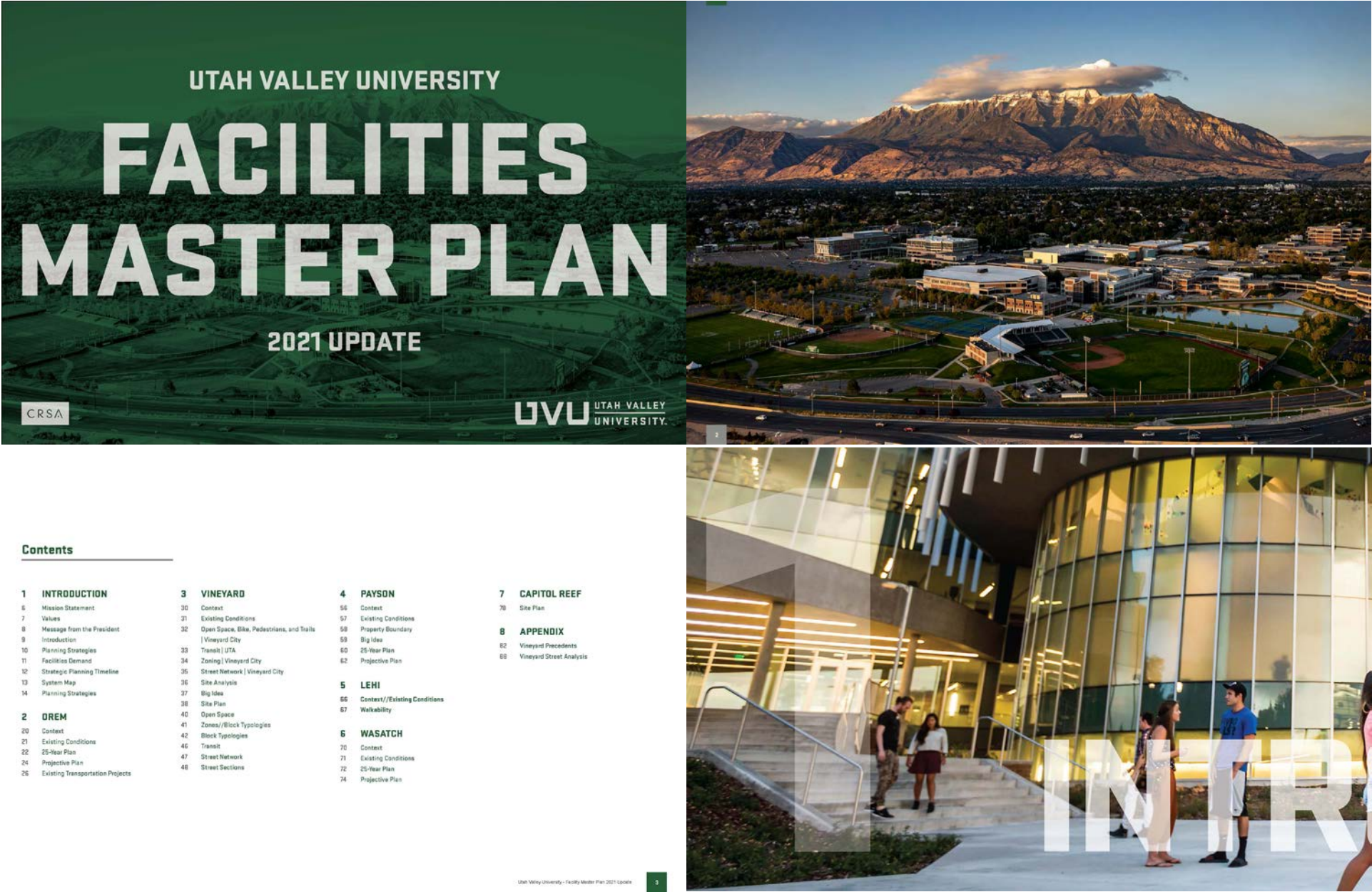
I M A G I N E



Vision Concept Celebration  
February 28, 2024  
Thank you for coming!

OREM STATION AREA





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## Institutional Values

### Exceptional CARE

We invite people to “come as you are” and let them know that “UVU has a place for you.” Care means that we strive always to “see” the person in front of us — their strengths and weaknesses, struggles and triumphs, past and potential, and inherent dignity and worth. This does not mean that we set low expectations or make excuses for poor efforts. Instead, our commitment to exceptional care means that we set the bar high and provide challenging, honest conversations and feedback because we are deeply invested in seeing every member of our community succeed.

### Exceptional ACCOUNTABILITY

We are strongly committed to working ethically and effectively. We approach each situation from a position of integrity, knowing that everything we do can help or hinder a positive student experience. We honor the resources and mandates we have been entrusted with and strive always to do our best to honor that trust. We respect each member of our community, seek to understand and fulfill our responsibilities, and recognize both individual and collective successes.

### Exceptional RESULTS

We are committed to creating opportunity systematically for as many people as possible. Our engaged curricula, programs, and partnerships address the intellectual and practical needs of our service area and the larger community. We seek to prepare our students to thrive in a rapidly changing economy and an interdependent, complex world. We aspire to greatness in all that we do, while also measuring progress against rigorous metrics that show our students are becoming competent and ethical professionals, lifelong learners, and engaged citizens.

## Mission Statement

**Utah Valley University is an integrated university and community college that educates every student for success in work and life through excellence in engaged teaching, services, and scholarship.**

## Message from the President



Utah Valley University (UVU) celebrates eighty years in 2021. This is a significant milestone.

Over time, as UVU's mission and role have evolved (from a small technical college in 1941 to a vibrant public university with the largest enrollment in the state of Utah), the university's physical footprint has also changed.

We celebrate change. We also celebrate UVU's growing impact on students, families, industry, the community, and the state of Utah. Our core values of exceptional care, exceptional accountability, and exceptional results have guided the creation of our new Facilities Master Plan. This plan looks to the future. It will facilitate UVU's ability to deliver inclusive, effective, and affordable education. It reflects the strategic goals of our UVU Vision 2030 plan. It honors our commitment to meet the educational and workforce needs of the state of Utah and beyond.

The plan includes traditional and non-traditional growth concepts for all our campus locations. We will expand our digital and physical footprint to serve students, industry, and the community more effectively. We will be accountable to our stakeholders. UVU is prepared to meet the needs of diverse students as Utah County continues its unprecedented growth.

Thank you for your support and engagement as we plan for, and build, the future!

Dr. Astrid S. Tuminez  
President



## Introduction

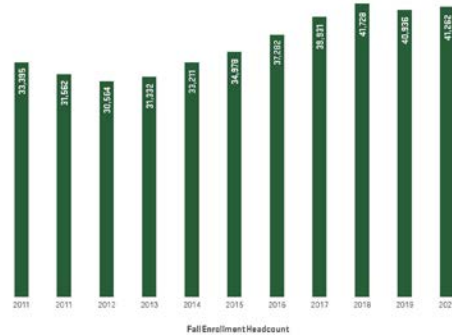
The Facilities Master Plan is designed to establish the guiding and organizing principles that apply across all UVU campuses and "rights" considerations for future expansion. This facilities master plan aims to layer the several challenges laid out in the vision and mission of Utah Valley University, the projected growth in the student body, the needs of one of the most expensive universities in the state, and provide a flexible vision for growth that sustainability and future investment.

### 2016 Facilities Master Plan

This document is an update to the 2016 master plan. The 2016 Plan focused specifically on the current and development strategies for the Orem and Vineyard campuses.

### Flexible Growth

Campuses are never finished or complete; they are dynamic and always changing. To help shape and direct this constant flow of change, master plans provide strategic guidance to make ensure the goals and vision of the organization is realized. The University needs to have clear direction for the decision-making processes and meet the needs of more students than ever as UVU continues to grow at an exceptional rate.



Utah Valley University - Facilities Master Plan 2021 Update

9

## Planning Strategies

### Goal of this document

Master Planning is a broad term applied to a plan or document that guides the long-term goals and vision of the physical environment of the campus. This can include a myriad of topics from land use analysis, utilities and infrastructure, circulation, parking, open space, landscaping, building programming, and use, site development and urban design features, sustainable strategies, and historic preservation.

This document specifically focuses on planning efforts for UVU's facilities across all campuses and gives an overview of the specific needs of the many UVU campuses, including specially campuses around the State in the context of UVU's need to expand while being stewards of the resources already at hand. Crucially, much effort was put toward the future development of the Vineyard campus as a new and innovative approach to campus planning. Also examined was the Orem Campus and the need to density and intensify the academic uses. The Orem campus will remain the heart of the UVU campus system. For this location to remain so, the remaining space and facilities must be carefully considered. Well planned and successfully executed development of the other, less constrained campuses will reap rewards in the future — planning for future needs now will accommodate reconfiguration and provide necessary infrastructure to maximize the outcomes of future investment.

Sections of this document touch on areas of design related to land use, pedestrian and vehicular circulation, streetscape, and building topology. It is recommended that in-depth and comprehensive analysis of these topics deserve further exploration and development in future master planning efforts as they are critical to successful, sustainable, and desirable campus environments.

### UVU Campuses

Each campus offers unique conditions and opportunities for development over the next 40 years. The following is a summary of the plan development considerations provided for each.

#### UVU Orem Campus

Look toward infill and higher density development opportunities, work with and improve existing facilities. Continue to develop and maintain site as centralized hub of academic and student services.

#### Vineyard

Create an Innovation District that can support a variety of potential uses, including research, education, business, athletic, retail, and residential uses. Site has the potential to become a leader in future campus development models for the State moving forward.

#### Wasatch

Potential for new focus with hospitality, recreation and outdoor experiences as the primary campus focus.

#### Lehi

Capitalize on FrontRunner connection to move forward with potential infill and mixed-use development opportunities.

### Payson

Reserved initial development with potential for multi-facility campus in the future.

#### Capital Reef

Maintain sustainable development standards with current facilities and continue to explore additional sustainable alternatives with future development.

## Institutional Strategic Planning

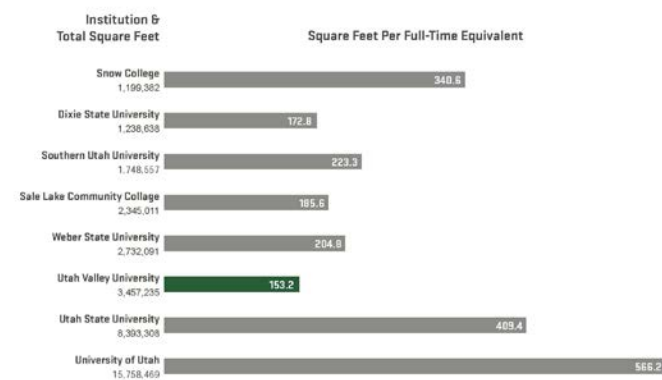
University level planning at Utah Valley University focuses on a set of institutional strategic and master plans. The central guiding principles are those of the university's mission as articulated in its core themes and administrative operations, and put into practice in its objectives. University plans drive implementation of the mission in critical medium- and long-term areas. As each area presents unique challenges that call for significant variation in structure, UVU has determined that it is not appropriate to maintain a single unified strategic planning document beyond the mission fulfillment framework.



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Despite having one of the larger student populations in the State, UVU has the smallest square feet per full-time equivalent in the state as of 2019. There have been significant changes to meeting, lecture, and general use of space since the global pandemic began. As this is a new many unknown ramifications and responses to in person vs online meeting in the future, it is evident that there still is a need for meeting, classroom, research, living and social space for students and faculty in the institution.

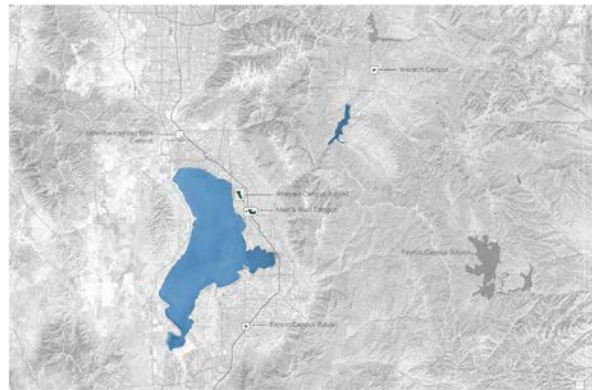
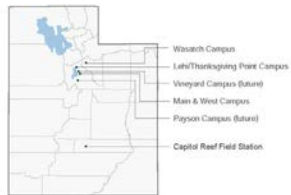
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## System Map

UVU is the largest university in Utah with multiple campus locations housed throughout the State. These campuses provide general and specialized services for student learning in addition to the Orem Campus. The campuses are evolving and changing change over time to best meet the physical, social, and education interests of an evolving and changing student population.



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## Planning Strategies

### B Relocate non-academic facilities and services off the Main Campus

Every campus includes a mixture of administrative, academic, recreational and athletics, building management, auxiliary support, and research facilities. With UVU's broad academic focus - from community college curricula to master's level research in community education - the campus will support a variety of building types, sizes and functions. The UVU campus has facilities that, while serving the University mission, may not need to be within steps of the core academic functions of the campus.

The close proximity of the Vineyard and Westhealth campuses provides the opportunity to have support facilities close, without impacting land use resources on the Main Campus. Facilities, such as large-scale campus maintenance buildings or athletics practice/competition fields and facilities can better serve UVU on these campuses.

The Vineyard campus development focus is to serve as Athletics and Specialized Programs.

**1** Capitalize on abundant property to innovatively develop athletics facilities. The first facilities on the Vineyard Campus serve athletics and will serve as an anchor for future development of new buildings, practice / competition facilities and academic and administrative building. Large scale stadia or arena facilities should be planned and designed to be multi-use, housing more than their intended sport(s) and providing for broader opportunities, such as partnership with community activities or organizations.

**3** Develop Facilities and Administrative Support Services, including operations warehouse, grounds and landscape maintenance, motor pool, facilities planning and support services.

**2** With its focus on adult and youth education outside normal degree seeking routes, the Vineyard Campus makes an accessible and community integrated-site option for Professional and Continuing Education. A Business Innovation Center, UVU provides opportunities to integrate the Business Resource Center and Entrepreneurship and Business Cohort/Incubator space.

**4** Future Academic Facilities will be accommodated on the 200+ acre site. The Vineyard Campus may best suit stand alone or professional degree programs. Development of site use options should be coordinated with the Academic Master Plan.

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## Planning Strategies

### A Maximize Main Campus capacity within identified boundaries

At 228 acres, the Main Campus currently serves as the primary hub of academic, athletic, administrative, and outreach activities. Land is a diminishing resource in Utah Valley, therefore, the Master Plan must address the campus capacity to support sustainable future development. It must address how the institution can most effectively plan for physical facilities and infrastructure to meet demands. The Master Plan is the ideal development scenario with measures identified where significant planning of built facilities and infrastructure are required. To support the desired growth along with balancing budget and physical constraints, the Master Plan should serve as a guide to development. Growth and capacity have been addressed through the Master Plan.

**1** In the stages of development, allow for infill/building expansion projects or creation of higher density areas within the older areas of campus. Buildings on the south and east side of campus tend to not exceed three stories high, although some bridge the considerable site slope and in aggregate are greater than three stories. Single story facilities can offer the opportunity to redevelop areas of campus for greater land use value.

**2** Where new buildings will occupy undeveloped land on campus, the University needs to consider building height and density of development when planning new facilities. The existing building height average is two stories. Some newer buildings are five stories. As buildings are planned and designed to have very long life spans (50 to 100 years), building for greater density means greater capacity for growth beyond the fifty year Master Plan horizon.

## Planning Strategies

### C Improve vehicular, transit and pedestrian circulation systems

Utah Valley University is currently planning for extensive multi-modal circulation systems. Plans include expanded roadways, linking to light rail, BRT, bike, future TRAX expansion, bike and pedestrian friendly walkway, and trail systems, and planning for necessary parking. UVU is out front of the planning curve.

**1** In the stages of development, allow for infill/building expansion projects or creation of higher density areas within the older areas of campus. Buildings on the south and east side of campus tend to not exceed three stories high, although some bridge the considerable site slope and in aggregate are greater than three stories. Single story facilities can offer the opportunity to redevelop areas of campus for greater land use value.

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## Planning Strategies

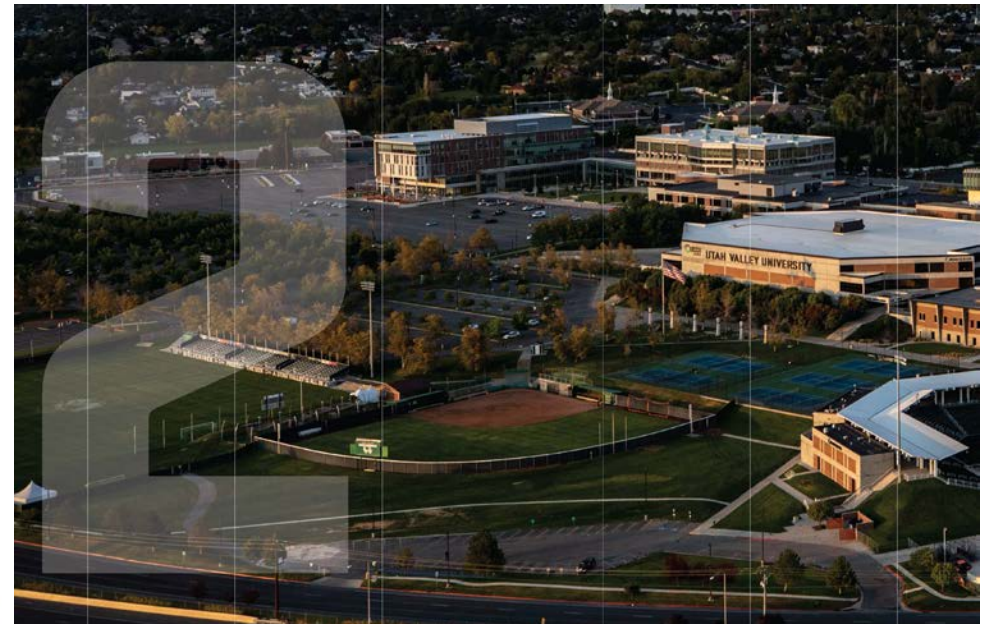
### D Plan for campus future improvements

Implement landscape, open space, and campus development into building development. The University needs to ensure that the campus itself is accounted for in future improvements and development, including oversight to ensure campus improvements are budgeted and built into future projects.

1 Develop a comprehensive landscape, open space, and urban design master plan that integrates existing and future campus development into a unified and attractive campus experience that preserves valuable open space and plans for future student generations.

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## Context

At nearly 265 acres and located in Orem, UT the Orem and West Campuses together are considered the Main Campus for the UVU system. It is located adjacent to I-15 and is served by numerous UTA bus lines. The Main Campus accommodates an array of academic, athletic, administration, and support functions that form the core of UVU.

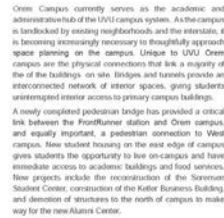
With recent rapid growth in academic enrollment mirroring the population trends in the UVU service area, the Main Campus has been the location for many new facilities, including, among others and various renovations, the Keller Building (2021), Noorda Center (2019), NUVI Center (2017), Melissa Hollen Center for Autism (2013), and Student Life and Wellness Center (2016), and Classroom Building (2016).

With projections indicating that population and enrollment will continue to increase rapidly, and as the core of the UVU system, the Main Campus will continue to be the location of significant future construction for university facilities.



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### 25-Year Plan



With enrollment and population projections indicating that the UVU student body and surrounding service area will continue to grow, the University of Utah Valley (UVU) has announced that the new Main Campus will continue to serve as the primary location for faculty expansion and new construction.

In the near- to medium-term future, here referenced as "25 years," the University of Utah Valley's specific faculty needs for New Century Education Funding, a Computer Science Building, an Athletics center, a new academic building on the Main Campus and a new residence hall will be met.

The 25-Year Plan shows the prospective location for each of these facilities. The four academic buildings would be located on existing campus facilities, with the new residence hall being constructed adjacent to property.

The New Century Education building is located in the parking area at the west side of campus and is aligned with the existing building to the east to provide a new building for the future and to reinforce the location of the new pedestrian bridge and connection to West Campus. The new computer science building is located on the east side of the Main Campus. The new Athletics facility, for which a feasibility study has already been completed – is located adjacent to the UVU Soccer Center.

The prioritization of these facilities is covered elsewhere in UVU's strategic planning efforts.

The prioritization of these facilities is covered elsewhere in UVU's strategic planning efforts.

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Looking beyond the facilities included in the 25-Year Plan, the *Prospective Plan* shows additional building locations, redevelopment plans and property acquisition that comprise the long-term development strategy for the Main Campus to accommodate projected enrollment growth.

Two new academic buildings extended from the axis created by the Claiborne and McKee Academy buildings, replacing existing parking lots and creating a spine for the western portion of campus. Along 40th WC, the redevelopment of existing single-family homes for future academic buildings creates a new cluster to anchor and the western edge of campus and reinforce the UVCU campus identity. Property acquisition at the southwest corner of campus provides additional development potential. The larger of the two points in the center of campus provide a unique opportunity for reimagining and re-using that critical location on campus.

Two new academic buildings extended from the axis created by the Classroom and New McKay Education buildings, replacing existing parking lots and creating a spine for the western portion of campus. Along 400 W, the redevelopment of existing single-family homes for future academic buildings creates a new cluster to anchor and the eastern edge of campus and reinforce the UVU campus identity. Property acquisition at the southwest corner of campus provides additional development potential. The larger of the two parcels in the center of campus provide a unique opportunity for reimagining and re-using that critical location on campus.

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## Existing Transportation Planning

In 2019 UVU commissioned Avenue Consultants to conduct a Transportation Study for the area surrounding the Main Campus. The study gathered input from UVU, UTA, UVU, MAG, local municipalities, and the public. Various transportation projects were identified during the study and the five that most directly impact campus are included here. They include an extension of College Dr connecting to 800 S, widening of College Dr along I-15, expansion and enhancements to 800 S, various changes to the Campus Dr intersection with W University Hwy, and improvements to the 400 W roundabout.

These projects, and the contents of this 2019 Transportation Study serve as the current transportation planning work for the Main Campus.

- Legend**
- 1 800 S Overpass, Ring Rd Realignment
  - 2 800 S Access Management Improvements
  - 3 Northbound Tapered
  - 4 Campus Drive to SR I-15 Dual Lanes
  - 5 400 W Roundabout Improvements



Source: UVU Transportation Plan, Avenue Consultants, 2019

## Transportation Projects



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## Context

The UVU Vineyard Campus is located in Vineyard, UT, two miles northwest of the Main UVU campus on the site of the old Geneva Steel facility. The campus is approximately 240 acres split across two parcels. The Vineyard Connector road divides the campus into a northern and southern half. The northern parcel is approximately 140 acres, the southern is approximately 60 acres.

The property's west side abuts the FrontRunner and Union Pacific railroad lines. The southern parcel is accessed by Mill Road. There are no municipal roads accessing the northern parcel.

A master-planned development (Geneva Downtown) is located to the west of the campus and is currently in the early stages of development. A new UTA FrontRunner station located in the Geneva Downtown development will also serve the campus via a new pedestrian bridge over the railroad tracks.



## Open Space, Bikes, Pedestrians & Trails | Vineyard City

### Existing Conditions

The Vineyard Campus site is mostly undeveloped. Four sports fields (three outdoors, one under an inflatable dome) have been constructed as an interim strategy to provide additional athletic facility capacity. The remainder of the property is currently in an industrial, post-remediation condition awaiting future development.

There is an existing UDOT Environmental Study from 2006 showing potential limited access 5- and 7-lane expansions to the Vineyard Connector.

With alternative transportation and open space becoming increasingly more desirable and in-demand by both students and the larger population, providing a interconnected system of lake lines, trails, and open space is critical to the development of the Vineyard Campus and Vineyard City. Vineyard City's existing Parks & Trails map provides a guiding framework for trails and open space.

Pedestrian access from the FrontRunner Station allows regional connections to the network of trail systems that can allow users to safely navigate the City and campus without the use of a car.

Additionally, connections to the unique resource of Utah Lake and the recreational opportunities it provides should be a priority to planning efforts moving forward.

### Legend

- Open Space (Existing + Proposed)
- Bike Lanes (Proposed)
- Multi-Use Trail (Existing/Proposed)
- Waterfront Trail
- Lake Trailhead
- FrontRunner Station (2022)



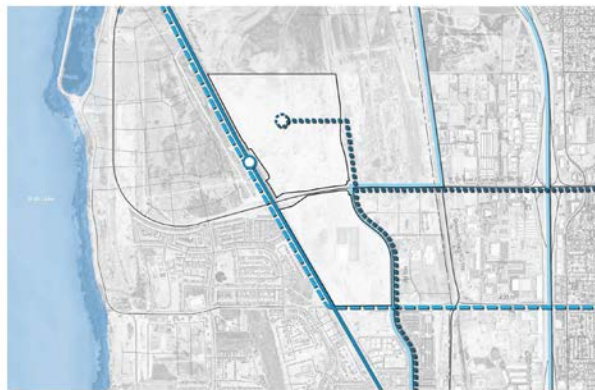
Source: Vineyard City Parks & Trail Map (Draft, dated March 2017)



### Legend

- DuTerra Training Dome
- Geneva Fields





Source: Utah Transit Authority Plan, Interactive Map

## Transit | UTA

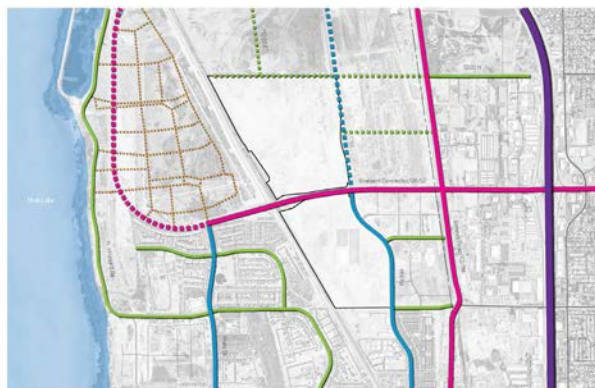
The Vineyard Campus is served by an existing FrontRunner station and UTA bus routes (806, 807). A major Mountainland Association of Governments (MAG) transit project to add a north-south Bus Rapid Transit (BRT) line to State Street is funded and moving forward. The site and scale of the continued development of the UVU campus and Geneva Downtown provide a sufficient anchor for a potential spur connection to the new BRT line.

An extension of a light-rail line connecting Pleasant Grove, Vineyard City, and Orem is another future MAG project that is not currently funded, but its planned alignment serves the Vineyard Campus.



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## Street Network | Vineyard City

The Vineyard Campus is proximate to I-15 and is bisected by the Vineyard Connector road. The southern half of the campus is accessed from Mill Road, while the northern half is undeveloped and there is no municipal right-of-way currently planned or developed. The development of multiple city streets will be necessary to access and develop the northern half of campus.

This plan anticipates the extension or initiation of various grid-based streets in Vineyard City, including 1200 N, 1000 N, 1200 E, and Mill Road.

The synergy between the existing street network, the proposed streets in the area (e.g., UDOT Vineyard Connector expansion, Mill Rd extension), and the internal Vineyard Campus streets will be a critical intersection in the future development of the campus and the City.



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## Zoning | Vineyard City

The property around the Vineyard Campus is zoned by Vineyard City for a variety of uses: industrial, commercial, residential, and various established uses. Generally, there is a gradient of zoned use intensity from more intense to the north (Industrial) to less intense to the south (Regional Mixed-Use).



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Source: Vineyard City Zoning Map, 2016-April 26, 2021

## Site Analysis

With the exception of the temporary sports fields and dome in the southern half of the campus, Vineyard Campus is an undeveloped, blank canvas for future development. Further, much of the surrounding land is also undeveloped or in the early stages of development. With very little context and adjacent development to offer a starting point for an organizing campus structure or layout, these are characteristics of what does exist can still be articulated as key site elements.

First, the campus has three different types of street frontages: the main frontage on either side of Vineyard Connector, which will be a high-mobility, but auto-dominated frontage; the community-facing frontage along Mill Road and its potential northern extension where the campus will abut other developments in Vineyard City; and the side road frontages at the north and south ends of the campus.

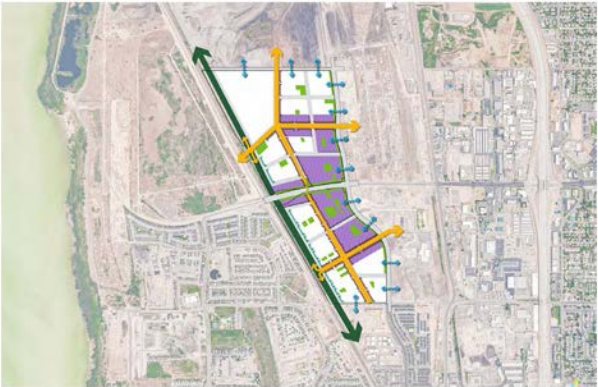
Second, based on the projected street network, there will be two types of entry points/arrival moments to the campus. First, the intersection of Vineyard Connector and Mill Rd will be the primary point at which people encounter the campus. A similar arrival moment will exist at the west end of Vineyard Connector for all east-bound vehicle traffic. However, without an intersection, while still a very high volume entry point, it will be less prominent than the aforementioned intersection. Second, at the northwest and southeast corners of the campus Mill Rd intersects a local road. These intersections will be important secondary arrival moments to the campus for students, employees, visitors, and members of the community passing the campus.

Third, around the perimeter of the campus there are existing and planned streets, to which any external campus street network should align and coordinate with.



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The Big Idea



The new Vineyard Campus plan is designed to stitch and integrate itself into the surrounding urban context of Vineyard City. This integration is based upon the continuation or extension of land uses and circulation routes from within the campus into the surrounding city with removal of barriers between the campus and surrounding properties. The plan is also based upon an internal, multi-modal circulation network and open space network, to cultivate a distinct campus atmosphere for students, employees, and surrounding citizens to enjoy as a centerpiece of Vineyard City. More specifically, the plan is based upon the three primary elements:

New Campus Footage

The plan introduces a linear open space along the entire western edge of the campus. This creates significant additional footage for all of the abutting uses, contributes a significant and crucial link in the north-south trail/open space network, offers a buffer to the multiple rail lines, and creates space for campus recreation and amenities.

Campus Arteries

The plan includes boulevards bounding the north and south half of campus to offer a strong organizing layout and creating a green spine to the campus where pedestrian, bicycle, and vehicles can coexist in a functional and value-added arrangement.

Innovation District

The plan clusters a new innovation district around the main campus entrance and along the main footage on Vineyard Connector as a strong anchor for the campus identity.

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Site Plan

The site plan for the Vineyard Campus advances the site plan(s) developed for the 2015 Facilities Master Plan. It provides a long-term, build-out vision for the campus situated within a similar long-term, build-out vision for the surrounding City and adjacent developments. The plan does not include a specific vision for athletic facilities, rather zones where these facilities would be accommodated.

The site plan for the Vineyard Campus is based on the concepts articulated in The Big Idea, a linear open space along the western boundary, generous boulevards to serve as the structure and "spine" for the campus, an innovation district clustered around the main entrance and main footage, micro-open spaces sprinkled around the campus, and pedestrian connection around the campus perimeter to help stitch the campus into the surrounding community.

Additionally, the campus street network is aligned and to the various geometries of surrounding roads, and the blocks sizes and dimensions are intended to support their attendant uses and are calibrated to the surrounding developments (e.g. Geneva Downtown).

The Vineyard Campus site plan is intended to be referenced as a single representation of the Big Ideas, rather than a projective plan for individual building locations.

- Legend
- 10 Athletics Zone
  - 11 Transportation Plaza
  - 12 Campus Boulevard
  - 13 Railroad Park

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Open Space Network

A foundational element of the Vineyard Campus plan is the open space network. In combination with the street network, it defines the public realm of the new campus, providing amenities and functional benefits, while offering a diversity of uses to UVU students/faculty and the surrounding Vineyard and Utah County community.

A linear park along the railroad, here called "Railroad Park", serves as a north-south connector in the larger Vineyard City open space system, while also creating a new footage for various campus blocks, and acting as a buffer to the various rail lines. It is intended to accommodate trails, active and passive recreation (e.g. small sports courts, workout stations, picnic/heating areas, etc.), and natural stormwater facilities.

Along the two major street footages (Vineyard Connector and Railroad) there is a strip of open space to serve multiple purposes: allow for the campus to have and a soft, vegetated edge defining the UVU Vineyard Campus identity; to act as a buffer to these vehicle-focused streets, and to provide for off-street bicycle/pedestrian circulation and recreation/amenity space.

Within each campus block are micro-open spaces (either small, green patios or landscape plazas) intended to provide outdoor gathering spaces across the site as a defining feature of the campus.

- Legend
- 14 Railroad Park
  - 15 Campus Buffer Open Space
  - 16 Micro Open Space
  - 17 Plaza

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### Zones//Block Typologies

The Vineyard Campus is organized into various zones. The focal point of the campus is an innovation district located around the main entrance. A research park is located in the northeast corner next to adjacent industrial and mixed-use properties. A flexible, mixed-use zone provides for a diversity of future uses, and serves as a buffer to the residential zone at the southern end of the campus.

The Innovation District accommodates large, institutional-scale buildings, with deep floor plates (up to 150 ft), taller buildings (up to 4 to 5 stories), and a campus block with inter-block public spaces, plazas, pedestrian circulation, and with out-vehicle circulation.

The Institutional Flex Zone accommodates large buildings (up to 100 ft floor plates, and 3-5 stories) with a similar focus on inter-building pedestrian-focused public space.

The Research Park Zone, situated next to industrially-zoned property, is intended to accommodate large-scale research facilities that bridge the academic/urban industrial designation.

The Residential Mixed-Use Zone accommodates on-campus living with ground-level commercial uses and acts as a transition to lower intensity use south of campus.



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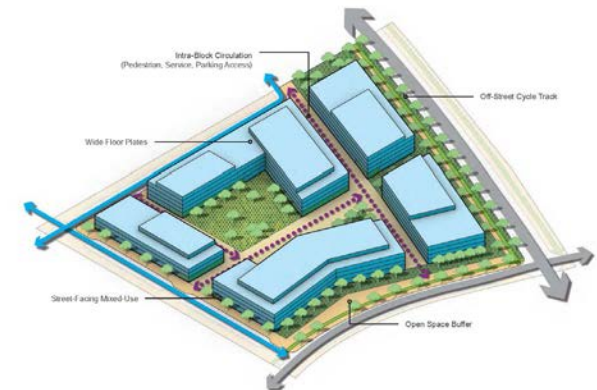
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### Block Typologies | Innovation District

The Innovation District is the heart of the Vineyard Campus. Located at the main entrance (Vineyard Connector/MI Rd), along the Vineyard Connector corridor, and along the main internal campus entrances it provides the defining character for the new campus.

Large buildings with deep floor plates accommodate the largest potential uses. Tall buildings (up to 5+ stories) provide spatial definition to the various surrounding streets. Strategically-placed first-floor food/beverage, retail, and other public-facing uses foster a vibrant space within each block.

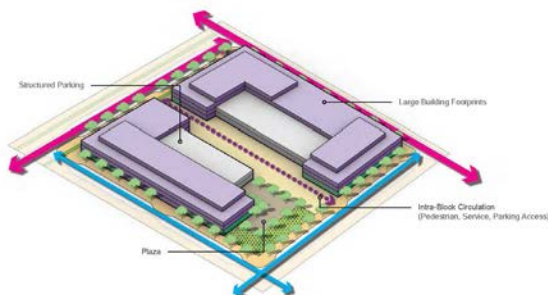
Intra-block pedestrian circulation spaces, plazas, and micro-open spaces allow pedestrians to move freely between buildings and through the campus creating an pedestrian-focused environment, and an urban campus feel within individual blocks.



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### Block Typologies | Research Park

To advance UVU's commitment to innovation, a research park is one of the Vineyard Campus's zones. The park is located at the northeast corner of campus so that its intense use is adjacent to industrial and mixed-use commercial properties. The park is laid out to allow the large-foot print buildings typical of research parks, while simultaneously including public spaces that tie the zone into the surrounding campus and city blocks. Small plazas, micro-open spaces, and targeted first-floor food/beverage, retail, etc. uses create inviting public spaces between the various facilities.



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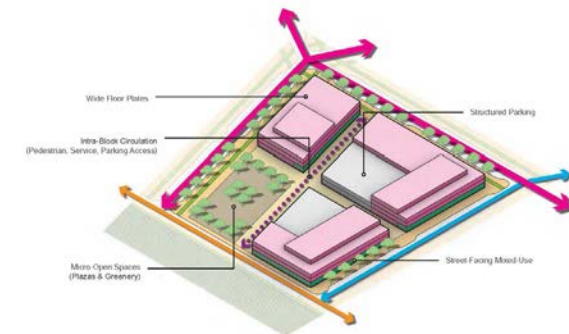
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### Block Typologies | Institutional Mixed-Use

The institutional mixed-use block typology is the most flexible block type; it is intended to accommodate nearly any use. A dense, multi-story typology, it is based around the same concepts and principles as the other blocks, with internal block pedestrian circulation, first-floor/street-facing mixed uses, and small, dispersed open spaces/plazas.

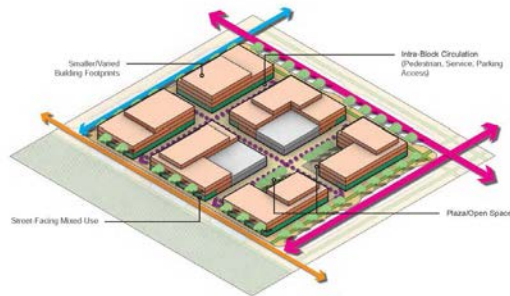
Strategically placed between the high-intensity use of the Innovation District Zone and the low-intensity use of the Residential Mixed-Use Zone, these blocks serve as a transition.

Structures in this zone could be developed initially for private, commercial use and then transitioned to UVU and academic uses as the campus reaches critical mass.



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## Block Typologies | Residential Mixed-Use



The Residential Mixed-Use block type accommodates narrower floorplate, multi-story housing in conjunction with first-floor, street-facing commercial uses, and structured parking. Intra-block pedestrian circulation, absent vehicles, creates vibrant, visible public realm within the blocks. This typology accommodates smaller scale development to serve the various needs of the campus, while also acting as a natural transition into the surrounding residential neighborhoods.

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## Transit

Vineyard Campus will be a multimodal campus. A new FrontRunner Station at Geneva Downtown is accessed from campus via a pedestrian bridge. Also, a potential spur from the new BRT line would serve both the north and south portions of campus, with an intermodal transit plaza at the campus end of the pedestrian bridge serving to connect various transit systems. Futures, bike lanes, cycle tracks, and multi-use trails serve internal campus mobility and connect out into existing networks in the surrounding city. Structured parking supports the "highest and best use" densities envisioned at campus build-out.

- Legend**
- FrontRunner
  - Potential Light-Rail Route
  - Potential BRT Route
  - Regional Multi-Use Trail Corridor
  - Separated Cycle Track
  - On-Street Bike Lane
  - Intermodal Transit Plaza
  - Structured Parking
  - FrontRunner Station



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## Street Network



- Legend**
- Campus Boulevard
  - Campus Street
  - Railroad Park Road
  - Municipal/State Roads

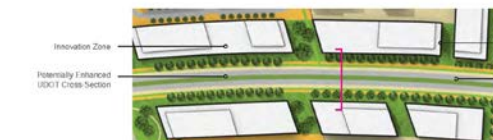
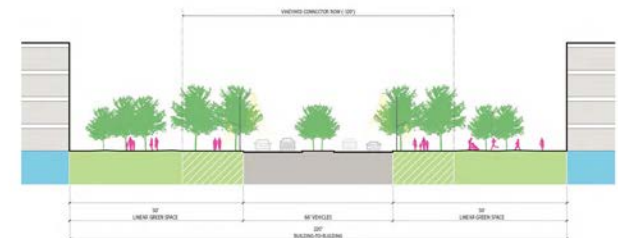
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## Street Section | Vineyard Connector

Vineyard Connector is undergoing change from a small local street into a major transportation corridor. A 2008 UDO1 Environmental Study explores Vineyard Connector as a limited-access 5- or 7-lane road. With the vastly different context for Vineyard Connector in 2021 than in 2008, this plan – and specifically this cross-section – suggests a more contemporary, holistic, and complete street approach to Vineyard Connector, accommodating pedestrians, cyclists, and vehicles in the ROW in a manner that creates a public space that contributes to adjacent properties, instead of detracting from it.

Any future plans for Vineyard Connector would be an important collaboration between Vineyard City, UVU, and UDO1. This section is intended to spur conversations about the impacts of transportation development on adjacent property and make the planning of a road critical to the future development of the Vineyard Campus more holistic.

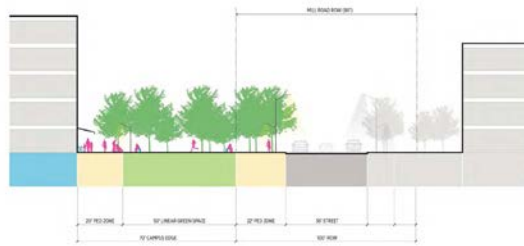


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### Street Section | Mill Road

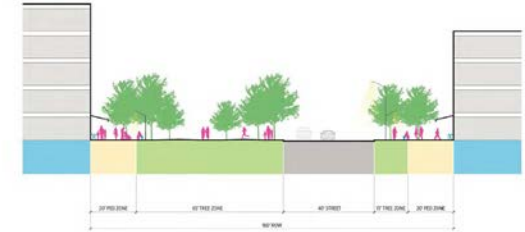


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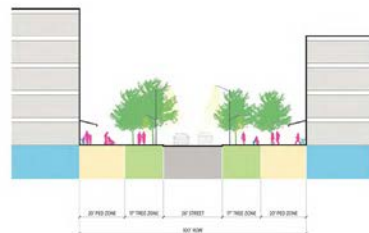
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### Street Section | Campus Boulevard

The Campus Boulevard street type serves as the main "artery" for the campus. It is intended to provide ample space for pedestrians and cyclists, while also accommodating vehicular traffic and limited on-street parking. With the widest ROW of the internal campus streets it is a signature component of the campus site plan. To create a vibrant public realm pedestrian zones along the building frontages are wide enough to accommodate dining, seating, street furniture, street trees, and general circulation. Additional street width is dedicated to open space. This portion of the ROW is meant to be flexible and respond to the adjacent uses; over its length though campus it could morph from a micro park to a playground to a place to a parking area, and so on.



### Street Section | Campus Street

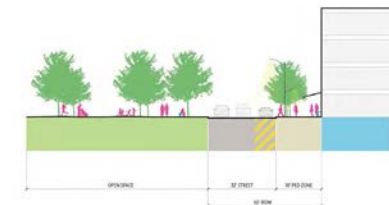


Utah Valley University - Facility Master Plan 2021 Update

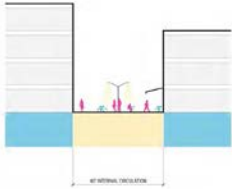
51

### Street Section | Linear Park Street

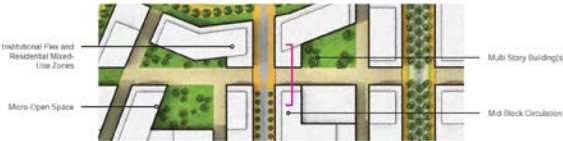
The street section along Railroad Park is simple and asymmetrical. Along the building frontages there is a wide pedestrian zone to facilitate neighborhood uses for first-floor tenants that may benefit from adjacency to the park (e.g. seating, sidewalk retail, etc.); along the park there is parking to facilitate east and open space access.



Street Section | Campus Alley



The blocks on the Vineyard Campus are designed to have internal circulation. This hardscaped public realm is flexible and multi-functional. It serves as place space for pedestrian and bicycle circulation, outdoor amenity space to support first-floor uses, and also as access for service/delivery vehicles and to structured parking. With a curbside design, pedestrians and vehicles share the public space.



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Context

The Payson Campus is the newest addition to the network of UVU. Purchased in the summer of 2020, this parcel of land consists of 38.7 acres. Situated just off of I-15, this campus will be visually prominent from the interstate. The campus parcel is largely surrounded by large undeveloped land owned by the LDS Church to the north, east, and west. To the south are the Heber and Payson Power Plants. Payson town center is approximately 1.5 miles south with the most immediate access to the City being Bamberg Road which runs on the southern edge of the site and travels under the freeway. Current UDOT plans for a new highway interchange may impact the configuration of the property.



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Existing Conditions

The site is primarily undeveloped agricultural land with a small section containing some tree stands and outbuildings. The closest development is the Central Utah Veterans Home that is just north west of the site; two power generation facilities abut the campus to the south. Thus far much of Payson's residential and commercial development has occurred east of I-15, while the west side remains primarily agricultural land.

Property Boundaries

As the population continues to grow in Utah County it is anticipated that USCT will develop a new freeway interchange and right of way expansion around the property. This diagram shows the anticipated boundary of the new interchange and road configuration.



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The Big Idea

The campus is organized along two primary axes, the first running east and west to highlight the views of the surrounding mountain ranges. The second axis is a north-south pedestrian corridor.

Within the site and are connecting micro-quadrants of small places and green space to link the buildings and interstitial spaces into the public realm.

25-Year Plan

Initial development of the Payson Campus is not anticipated to extend beyond the need for one building and surface parking. As this location is currently situated at the edge of the City's current development, the population demand will take some time to justify any major development on the site beyond one or two buildings. It is anticipated that a joint facility will be developed with Mountaintop Technical College as well as Heber School District to create a centralized location for post-secondary education.

- Legend
- Pedestrian Plaza
  - Main Campus Axis (Broadway Peak)
  - Pedestrian Circulation Axis

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- Legend
- Future Academic Building
  - Future Parking Area
  - Future UTA Development



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Projective Plan

The Payson Campus is well situated as a sizable parcel of land that can accommodate a substantial amount of future development. Future growth will vary according with potential partnerships between Mountainland Technical College, Idaho School District, and any other pertinent organizations. As the demand for technical and trade services grows, and programming needs and opportunities as this campus develops, an organized system of buildings can evolve over time to create a centralized and organized campus development focused on both vehicular and pedestrian movement through the campus.

- Legend
- Future Academic Building
  - Future Parking Area
  - Future UTA Development



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## Context + Existing Conditions

In the Spring of 2020 UVU finalized the purchase of a 103,000 square foot office building to use as its Thanksgiving Point campus in Lehi, Utah. Just south of the building along the FrontRunner transit line is approximately 30 acres of land owned by the University. This land sits directly adjacent to Mountainland Applied Technology College.

The building is a three story structure is situated in a typical office park development of stand along office structures surrounded by parking lots. The building is approximately 15 years old. Proximity to the Lehi FrontRunner Station and the Green Station provides direct access between the two campuses.

The 30 acres of land to the south of the campus building remains an undeveloped parcel adjacent to the FrontRunner rail line that runs along the west boundary of the site and Ashton Boulevard that runs along the east boundary. It is anticipated that a property negotiation with Mountainland Technology College will better serve each respective party moving forward in the future. The land is an ideal opportunity for campus growth for Mountainland to better provided additional business and technical skills education for the area.

The residential and commercial development around Thanksgiving Point continues its rapid growth south and west in Lehi and will further the rapid population growth of Utah County.



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## Walkability

A key selling point and consideration for the Thanksgiving Point building acquisition was the ability to provide an interconnected network of campuses through mass transit. The site is within easy walking distance of the Lehi FrontRunner Station and is serviced by several UTA bus routes in the area.

There is substantial infill potential around the numerous surrounding parking lots that would create opportunity for the development of a walkable mixed-use community and education center.

- Legend**
- Bus Route(s)
  - FrontRunner
  - Pedestrian Route (Existing/Potential)
  - Proposed Pedestrian Crossings
  - Walking Radius

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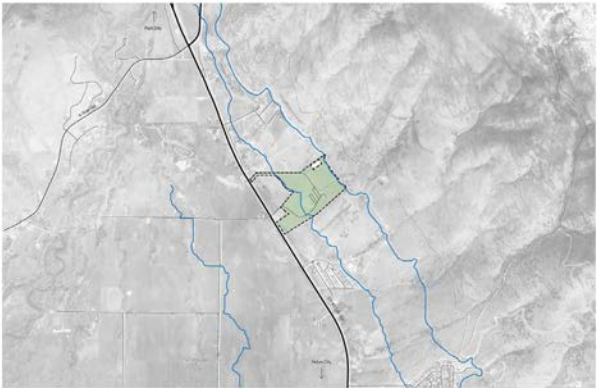




Context

The Wasatch Campus sits just off of State Route 189 on the north east bench of the Heber Valley. SR-189 is a primary road entering the city and the campus is passed by many drivers on a daily basis. The site is located just over two miles north of Heber City.

The building sits on the bench and offers views of the valley and mountain ranges. Adjacent development is limited to a Jehovah's Witness Kingdom Hall located at the edge of the property near the road and an apartment complex just south of the site. Otherwise much of the surrounding land is agricultural or wilderness.



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Existing Conditions

Currently the site features the two-story main campus building, completed over 20 years ago. Much of the site remains undeveloped, with native vegetation and tree species scattered throughout. The Wasatch Canal runs north to south through the site, running directly in front of the existing campus building. The Coyote trail system that sits just above the Campus is anticipated to be expanded with a larger trailway that will connect to an expansive 5,500 house housing project.

In 2018 the Wasatch Center for Advanced Professional Studies (CAPS) program opened a facility within the campus building to create a partnership with UVU and the Wasatch School District.

25-Year Plan

To capitalize on the natural beauty and recreational opportunities of the area, a cluster of yurts is planned to provide unique accommodations that can be utilized by the UVU community.

Additional programming and space utilization changes may occur to the existing campus building as further partnerships with external partners, or internal curriculum programs change and develop over time.

Further recreational activities may be developed on the campus through the canal and trail systems that run through and adjacent to the site.

**Buildings**

- Main Campus Building
- Technology Building
- Future Yards





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### Projective Plan

It is anticipated the additional partnerships with educational or community organizations can be made to further utilize the Nausha Campus building. Programming or curriculum changes could direct the campus into a hospitality lead education center that corresponds with the surrounding resort communities.

Hotels and other resort-focused buildings can be developed on the northern edge of the property to create a one-of-a-kind campus with a focus on recreation, hospitality, and executive education.

**Buildings**

- Main Campus Building
- Technology Building
- Future Hospitality Development

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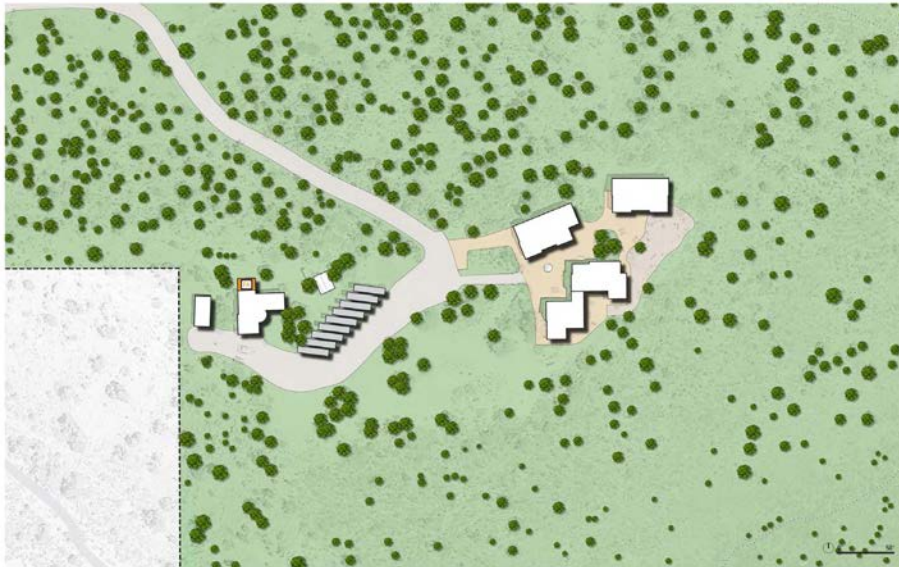
## 25-Year Plan

The Capitol Reef Field Station will continue to support research and environmental education within Capitol Reef National Park. With time, if new structures or other improvements are needed to the site, all efforts should be made to continue to promote sustainability in the design and construction of its buildings. The Field Station can continue exploring energy saving ideas and innovations that can be translated into other building projects throughout all of UVU's campuses.

**Buildings**

- Student Property
- Housing Administration
- Business Resource Center
- Future Apartment

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### Vineyard Precident | SDSU Mission Valley Campus

As San Diego State University continues to grow the University is looking to a new 100-acre site to develop an innovative and sustainable campus. The goal of the new campus expansion is to create a mixed-use, transit-oriented educational hub that serves the academic, athletic, economic, and environmental needs of the University and region.

Key to the plan is a proposed joint-use stadium that will host professional sports organizations. The campus will also feature over 80 acres of active and passive recreation space available for students and the wider community including recreation and practice fields, biking and walking paths, and a river park.

Tentative to the athletic and recreational focus of the campus will be the 1.6 million square feet of space dedicated to educational, research, entrepreneurial, and technology programs that will create the "Innovation District" on the campus. Additionally the district will provide 80,000 square feet of retail space.

4,500 units of new housing will be integrated into the design and available for students, affiliates, faculty and will play a vital role in the mixed-use, transit-oriented goal of the campus. Regional public transportation will run through the campus and provide access to downtown San Diego and the surrounding communities.

The project broke ground in the fall of 2020 and has been funded through revenue bonds and public-private partnerships. It is anticipated that this joint venture will expand the University's economic impact in the region by \$3 billion annually.

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### Vineyard Precident | Novus Innovation Corridor Arizona State University

The Novus Innovation Corridor is a large scale planning effort by Arizona State University to utilize 255-acres of University-owned property and transform into a thriving campus and downtown community with business, education, shopping, dining, housing, sports facilities and light rail transit, each feeding into the other to create a vibrant downtown and university campus development.

The project has been driven by several motivating forces, the first being reduced states funds for operating costs. By allowing private developers to build on university land ASU will be able to use revenue to maintain and construct existing and future sports facilities. Additionally the University recognizes the strategic value in providing a university-adjacent business hub would provide a synergistic relationship with ASU students for real-world experience and workforce recruitment.

The mixed-use center will include a future multi-purpose arena adjacent to the existing ASU Stadium and Arena. There is a proposed 3,500 units of multi-family housing, 3.5 million square feet of office space, and over 300,000 square feet of restaurant and retail space, as well as hotels and parking structures. The project will also feature a network of public spaces including parks, plazas, and squares. This development will be connected through multi-modal network of pedestrian, bicycle, transit, and vehicular connections. Construction has begun on office buildings, multi-family housing, a hotel and parking structure, with anticipated build out of the project expected over the next 15-20 years.

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## Vineyard Precedent | Wake Forest Innovation Quarter

In the 1990's the R.J. Reynolds Tobacco Company closed in downtown Winston-Salem, North Carolina. In 1993, shortly after the closure, researchers from the nearby Winston-Salem State University moved into one of the former Reynolds warehouses. This move led to a discussion regarding an expansion and reuse of the warehouse and surrounding area in order to create a research park.

A team from Sakaki Associates was hired to create a master plan for the new development. As part of the redevelopment effort, the Innovation Quarter's expansion plan included a strong public-private collaboration. The city and county helped to invest \$350 million in state, federal, and private investment. Input for the plan included voices from the university, city officials, regional stakeholders, and members of the community.

Initially, plans called for building a 1200-acre research park between the city and its neighboring municipality. City leaders realized an infill-development project would be better for the city and would present more opportunities. They then focused on the 225-acre Innovation Quarter. The project provided an example of how generating infill development with research parks can help to revitalize a deteriorating city center.

The plan includes an eventual 5 million square feet of office, lab, mixed-use space, and 55 acres of open green space. The project seeks to be environmentally friendly and does so through such methods as reuse of existing materials, re-purposing existing buildings and LEED development practices.



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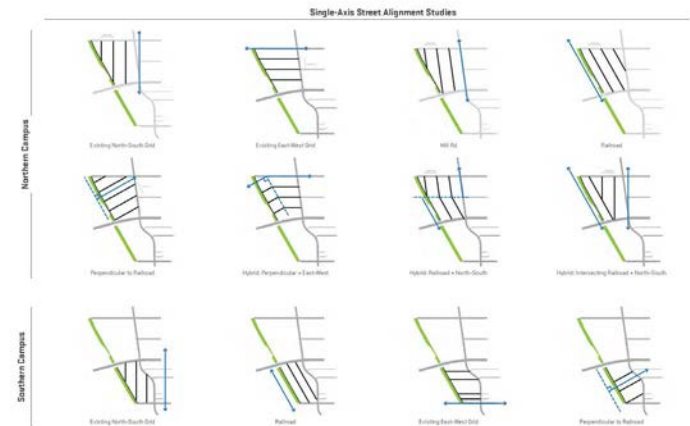
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## Vineyard Analysis | Street Alignment Studies

The internal circulation network for the Vineyard Campus is the foundational framework for all future campus development. Synchronizing the internal streets with the existing, external street network is an essential component in the master planning of the campus.

The campus is surrounded by numerous street alignments. These studies identify these numerous geometries, and attempt to suggest approaches for combining them into plausible street layouts.



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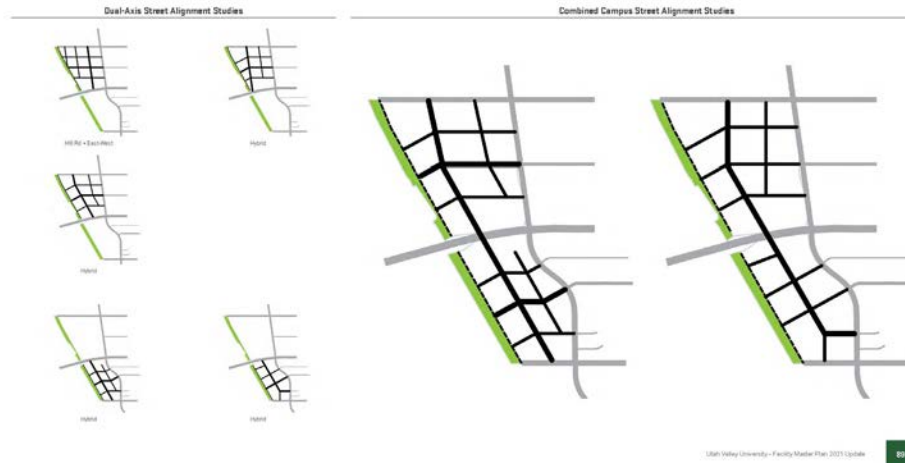
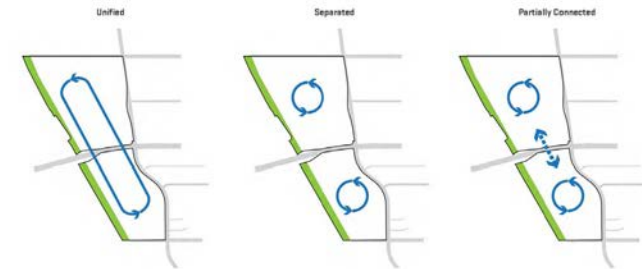
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## Vineyard Analysis | Connectivity Concepts

The Vineyard Campus is divided into north and south portions by the Vineyard Connector Road. This road is converting from a local Vineyard City road into a significant UDOT project. Thus for the evaluation of the road has been narrowly focused on the vehicular transportation considerations. Depending on the development of the road, pedestrian and cyclist considerations, and all the adjacent land use and urban design impacts, the Vineyard Campus has a chance to function in very different ways, either as a unified campus, two separate campuses, or a partially connected campus. Further collaboration with Vineyard City and UDOT are necessary steps to develop Vineyard Connector in a historic, interdisciplinary manner which acknowledges and incorporates the design considerations of users at a major new state-owned educational facility.



## Vineyard Analysis | North-South Crossing

While it is unknown exactly how the Vineyard Connector will evolve as surrounding development increases, it is clear from the vehicular transportation focus of UDOT that the road will be developed to maximize vehicle capacity. However, with the acquisition of the Vineyard Campus property by UVU the calculus of an appropriate road design has changed. As a vehicle-first road, the Vineyard Connector will divide the Vineyard Campus into two, separate halves. To make it function as a unified campus north-south connections across the Vineyard Connector will be essential. Some concept level alternatives illustrate a range of pedestrian, cyclist, and vehicular options.







IMAGINE  
OREM



# DRAFT

RESOLUTION NO. \_\_\_\_\_

## A RESOLUTION BY THE OREM CITY COUNCIL APPROVING AS TO FORM THE OREM FRONTRUNNER STATION AREA PLAN FOR STATION AREA PLAN CERTIFICATION

WHEREAS Development Services has prepared the Orem Station Area Plan for the purposes of complying with Utah Code Annotated (UCA) 10-9a-403.1; and

WHEREAS a public planning process was completed as part of this Station Area Plan, from May 2023 through February 2024; and

WHEREAS the City of Orem is submitting the Station Area Plan for certification with the local Metropolitan Planning Organization; and

WHEREAS a public meeting considering the subject application was held by the City Council on August 13, 2024; and

WHEREAS the matter having been submitted and the City Council having fully considered the request as it relates to the health, safety and general welfare of the City; the orderly development of land in the City; the effect upon surrounding neighborhoods; and the special conditions applicable to the request.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OREM, UTAH, as follows:

1. The City Council, by resolution, hereby approves as to form the Orem Station Area Plan, which is attached hereto as Exhibit A, for submission for Station Area Plan Certification with the Mountainland Association of Governments.
2. If any part of this resolution shall be declared invalid, such decision shall not affect the validity of the remainder of this resolution.
3. This resolution shall take effect immediately upon passage.
4. All other resolutions and policies in conflict herewith, either in whole or part, are hereby repealed.

PASSED and APPROVED this 13<sup>th</sup> day of **August 2024**.

DRAFT

David A. Young, Mayor

ATTEST:

Teresa McKittrick, City Recorder

COUNCILMEMBER	AYE	NAY	ABSTAIN
Mayor David A. Young	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jeff Lambson	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jenn Gale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tom Macdonald	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LaNae Millett	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Killpack	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
David Spencer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



# DRAFT

## EXHIBIT A

SEE ATTACHED PDF: Exhibit A Orem Station SAP Report 2024 SMALL\_7.29.2024

**CITY OF OREM**  
**BUDGET REPORT FOR THE MONTH ENDED MAY 2024**

Percent of Year Expired: 92%

Fund	Current Appropriation	Monthly Total	Year-To-Date Total	Encumbrances	Balance	% To Date FY 2024	% To Date FY 2023	Notes
<b>10 GENERAL FUND</b>								
Revenues	71,069,029	5,101,122	70,986,533			100%	98%	
Appr. Surplus - Current	250,000		250,000			100%		
Appr. Surplus - Prior Year	22,300,001		22,300,001			100%		
Std. Interfund Transactions	5,744,060		5,744,060			100%		
Total Resources	99,363,090	5,101,122	99,280,594		82,496	100%	98%	
Expenditures	99,363,090	6,829,036	78,816,856	1,037,381	19,508,853	80%	83%	
<b>20 ROAD FUND</b>								
Revenues	3,800,000	716,070	3,378,152			89%	89%	
Appr. Surplus - Current	620,000		620,000			100%		
Appr. Surplus - Prior Year	2,627,058		2,627,058			100%		
Total Resources	7,047,058	716,070	6,625,210		421,848	94%	94%	
Expenditures	7,047,058	314,189	3,471,038	976,482	2,599,538	63%	65%	
<b>21 CARE TAX FUND</b>								
Revenues	3,380,000	252,336	2,492,457			74%	85%	
Appr. Surplus - Current	200,000		200,000			100%		
Appr. Surplus - Prior Year	2,297,383		2,297,383			100%		
Total Resources	5,877,383	252,336	4,989,840		887,543	85%	91%	
Expenditures	5,877,383	1,885,066	4,569,245	335,252	972,886	83%	73%	1
<b>24 TRANSPORTATION SALES TAX FUND</b>								
Revenues	3,090,000	337,306	2,578,522			83%	82%	
Appr. Surplus - Current	250,000		250,000			100%		
Appr. Surplus - Prior Year	2,816,080		2,816,080			100%		
Total Resources	6,156,080	337,306	5,644,602		511,478	92%	90%	
Expenditures	6,156,080	423,263	3,629,404	503,655	2,023,021	67%	60%	
<b>30 DEBT SERVICE FUND</b>								
Revenues	6,326,740	1,374	4,842,427			77%	87%	
Total Resources	6,326,740	1,374	4,842,427		1,484,313	77%	87%	
Expenditures	6,326,740	654,911	2,789,559		3,537,181	44%	47%	
<b>45 CIP FUND</b>								
Revenues	788,829	983,199	1,610,179			204%	28%	
Appr. Surplus - Prior Year	28,080,901		28,080,901			100%		
Total Resources	28,869,730	983,199	29,691,080		-821,350	103%	94%	
Expenditures	28,869,730	3,733,861	5,879,686	15,702,332	7,287,712	75%	12%	2
<b>51 WATER FUND</b>								
Revenues	20,842,334	1,477,525	19,624,779			94%	69%	
Appr. Surplus - Prior Year	47,331,789		47,331,789			100%		
Total Resources	68,174,123	1,477,525	66,956,568		1,217,555	98%	88%	3
Expenditures	68,174,123	2,614,332	31,820,582	13,829,787	22,523,754	67%	52%	
<b>52 WATER RECLAMATION FUND</b>								
Revenues	13,248,423	1,203,388	12,949,266			98%	89%	
Appr. Surplus - Prior Year	25,420,126		25,420,126			100%		
Total Resources	38,668,549	1,203,388	38,369,392		299,157	99%	96%	
Expenditures	38,668,549	663,886	7,428,047	5,652,661	25,587,841	34%	25%	
<b>55 STORM WATER FUND</b>								
Revenues	6,010,277	542,175	6,031,875			100%	101%	
Appr. Surplus - Prior Year	8,972,270		8,972,270			100%		
Total Resources	14,982,547	542,175	15,004,145		-21,598	100%	100%	
Expenditures	14,982,547	152,834	4,224,804	2,697,090	8,060,653	46%	31%	4
<b>56 RECREATION FUND</b>								
Revenues	3,817,206	328,977	3,427,323			90%	93%	
Appr. Surplus - Prior Year	147,409		147,409			100%		
Total Resources	3,964,615	328,977	3,574,732		389,883	90%	93%	
Expenditures	3,964,615	261,658	3,284,839	64,235	615,541	84%	97%	5



**CITY OF OREM**  
**BUDGET REPORT FOR THE MONTH ENDED MAY 2024**

Percent of Year Expired: 92%

Fund	Current Appropriation	Monthly Total	Year-To-Date Total	Encumbrances	Balance	% To Date FY 2024	% To Date FY 2023	Notes
<b>57 SOLID WASTE FUND</b>								
Revenues	5,184,000	441,392	4,840,688			93%	98%	
Appr. Surplus - Prior Year	142,230		142,230			100%		
Total Resources	5,326,230	441,392	4,982,918		343,312	94%	98%	
Expenditures	5,326,230	152,646	3,961,894	128,181	1,236,155	77%	80%	
<b>58 STREET LIGHTING FUND</b>								
Revenues	1,065,000	94,054	1,028,318			97%	92%	
Appr. Surplus - Current	320,000		320,000			100%		
Appr. Surplus - Prior Year	373,612		373,612			100%		
Total Resources	1,758,612	94,054	1,721,930		36,682	98%	96%	
Expenditures	1,758,612	106,304	1,156,513	194,107	407,992	77%	85%	
<b>61 FLEET MAINTENANCE FUND</b>								
Revenues			15,797			100%		
Appr. Surplus - Prior Year	208,445		208,445			100%		
Std. Interfund Transactions	1,075,000		1,075,000			100%		
Total Resources	1,283,445		1,299,242		-15,797	101%	100%	
Expenditures	1,283,445	79,529	1,082,210	37,388	163,847	87%	86%	
<b>62 PURCHASING/WAREHOUSING FUND</b>								
Appr. Surplus - Prior Year	5,543		5,543			100%		
Std. Interfund Transactions	450,000		450,000			100%		
Total Resources	455,543		455,543			100%	100%	
Expenditures	455,543	36,823	418,530		37,013	92%	91%	
<b>63 SELF INSURANCE FUND</b>								
Revenues	790,000	99,945	770,139			97%	97%	
Appr. Surplus - Current Year	242,100		242,100			100%		
Appr. Surplus - Prior Year	22,301		22,301			100%		
Std. Interfund Transactions	1,585,000		1,585,000			100%		
Total Resources	2,639,401	99,945	2,619,540		19,861	99%	99%	
Expenditures	2,639,401	83,341	2,370,094	2,248	267,059	90%	98%	
<b>64 INFORMATION TECH FUND</b>								
Revenues	9,336	91	7,549			100%		
Appr. Surplus - Current Year	100,000	100,000	100,000			100%		
Appr. Surplus - Prior Year	442,422		442,422			100%		
Std. Interfund Transactions	3,410,000		3,410,000			100%		
Total Resources	3,961,758	100,091	3,959,971		1,787	100%	100%	
Expenditures	3,961,758	491,594	3,069,174	24,720	867,864	78%	80%	
<b>65 FACILITIES MAINTENANCE FUND</b>								
Appr. Surplus - Prior Year	5,410		5,410			100%		
Std. Interfund Transactions	2,250,000		2,250,000			100%		
Total Resources	2,255,410		2,255,410			100%	100%	
Expenditures	2,255,410	224,539	2,181,018	131,932	-57,540	103%	101%	
<b>74 CDBG FUND</b>								
Revenues	742,646	30,618	647,058			87%	87%	
Appr. Surplus - Prior Year	336,744		336,744			100%		
Total Resources	1,079,390	30,618	983,802			91%	92%	
Expenditures	1,079,390	23,500	682,410	228	396,752	63%	62%	
<b>CITY TOTAL RESOURCES</b>	<b>298,189,704</b>	<b>11,709,572</b>	<b>293,256,946</b>		<b>4,837,170</b>	<b>98%</b>	<b>94%</b>	
<b>CITY TOTAL EXPENDITURES</b>	<b>298,189,704</b>	<b>18,731,312</b>	<b>160,835,903</b>	<b>41,317,679</b>	<b>96,036,122</b>	<b>68%</b>	<b>57%</b>	

**CITY OF OREM**  
**BUDGET REPORT FOR THE MONTH ENDED MAY 2024**

Percent of Year Expired: 92%

						%	%	
Fund	Current	Monthly	Year-To-Date			To Date	To Date	
	Appropriation	Total	Total	Encumbrances	Balance	FY 2024	FY 2023	Notes

**NOTES TO THE BUDGET REPORT FOR THE MONTH ENDED MAY 2024:**

- 1) The current year expenditures are higher in comparison to the prior year due to the Lakeside Sports Complex projects for soccer field turf, lighting, and scoreboards which totaled \$2,434,099. This is \$2,138,758 more than in the prior fiscal year at this date in time and there were no other similar large projects in the prior fiscal year.
- 2) The current year expenditures are higher in comparison to the prior year due to the current year encumbrances (\$15,702,332) being significantly higher than in the prior fiscal year (\$779,232) at this date in time. The majority of this change is due to the new City Center construction project which had not yet begun in the prior fiscal year.
- 3) The current year revenues are higher in comparison to the prior year due to current year interest earnings (\$2,943,856) being significantly higher than in the prior fiscal year (\$2,126,098) at this date in time. However, a significant portion of these interest earnings are restricted to bond projects.
- 4) The current year expenditures are higher in comparison to the prior year due to the current year encumbrances (\$2,697,090) being significantly higher than in the prior fiscal year (\$997,469) at this date in time. The majority of this change is due to the 2000 South interlocal utilities construction project with Provo City which had not yet begun in the prior fiscal year.
- 5) The current year expenditures are lower in comparison to the prior year due lower natural gas costs of almost \$200,000 and due to a pool deck improvement project and some fitness center equipment replacement which occurred in the prior fiscal year but no such projects or improvements exist in the current fiscal year.

Note: In earlier parts of a fiscal year, expenditures may be greater than the collected revenues in a fund. The City has accumulated sufficient reserves to service all obligations during such periods and does not need to issue tax anticipation notes or obtain funds in any similar manner. If you have questions about this report, please contact Brandon Nelson (229-7010).