

**CITY OF OREM  
PLANNING COMMISSION MEETING MINUTES  
NOVEMBER 18, 2015**

The following items are discussed in these minutes:

**UTA TIMPANOGOS DIVISION, PLAT B – APPROVED  
EVELYN COURT SUBDIVISION, PLAT E – APPROVED  
SUPER LUBE/OVERTON SUBDIVISION - APPROVED  
ROCKY MOUNTAIN POWER – RECOMMENDED DENIAL  
2015 TRANSPORTATION MASTER PLAN – RECOMMENDED APPROVAL**

**STUDY SESSION**

**PLACE –** Orem City Main Conference Room

**At 3:30 p.m.** Chair Moulton called the Study Session to order.

**Those present:** Carl Cook, Becky Buxton, Karen Jeffreys, Lynnette Larsen, and David Moulton, Planning Commission members; Bill D. Bell, Development Services Director; Jason W. Bench, Planning Director; David R. Stroud, City, Planner; Clinton Spencer, GIS Planner; Brandon Stocksdale, Planner; Chris Hupp, Planning Intern; Sam Kelly, City Engineer; Cliff Peterson, Private Development Engineer; Paul Goodrich, Transportation Engineer; Greg Stephens, City Attorney John Dorney, Horrocks Engineering; and Loriann Merritt, Minutes Secretary

**Those excused:** Carlos Iglesias and Michael Walker, Planning Commission member; Steve Earl, Legal Counsel; David Spencer, City Council Liaison

The Commission and staff briefly reviewed agenda items and minutes from November 4, 2015 meeting and adjourned at 4:25 p.m. to the City Council Chambers for the regular meeting.

**REGULAR MEETING**

**PLACE -** Orem City Council Chambers

**At 4:30 p.m.** Chair Moulton called the Planning Commission meeting to order and asked Carl Cook, Planning Commission member, to offer the invocation.

**Those present:** Carl Cook, Becky Buxton, Karen Jeffreys, Lynnette Larsen, and David Moulton, Planning Commission members; Bill D. Bell, Development Services Director; Jason W. Bench, Planning Director; David R. Stroud, City, Planner; Clinton Spencer, GIS Planner; Brandon Stocksdale, Planner; Chris Hupp, Planning Intern; Sam Kelly, City Engineer; Paul Goodrich, Transportation Engineer; Greg Stephens, City Attorney and Loriann Merritt, Minutes Secretary

**Those excused:** Carlos Iglesias and Michael Walker, Planning Commission member; Steve Earl, Legal Counsel; David Spencer, City Council Liaison

Chair Moulton introduced **AGENDA ITEM 3.1** as follows:

**AGENDA ITEM 3.1** is a request by Janelle Ericson to vacate UTA Timpanogos Division, Plat and approve the final plat of **UTA TIMPANOGOS DIVISION, PLAT B** at 1100 South Geneva Road in the CM zone.

**Staff Presentation:** Mr. Stroud said Utah Transit Authority is preparing for increased service demands as a result of the future BRT route between Orem and Provo. UTA has a facility on Geneva Road which currently services busses. With the increased demand from BRT, the current facility must be expanded and

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upgraded. UTA owns unplatted property west of the current facility and this request combines the lot of record with the platted lot (to be vacated) into a one-lot subdivision.

**Recommendation:** The Development Review Committee has determined this request complies with the Orem City Code. The Project Coordinator recommends the Planning Commission vacate UTA Timpanogos Division, Plat A and approve the final plat of UTA Timpanogos Division, Plat B at 1100 South Geneva Road in the CM zone.



Chair Moulton asked if the Planning Commission had any questions for Mr. Stroud.

Mr. Cook noted there is an easement going through the center of the property. Mr. Stroud said it goes back to a cell tower. The lease expires in December, but there are negotiations to renew it.

Ms. Larsen asked about the accesses. Mr. Stroud said there are three access points. These issues will be addressed at site plan.

Chair Moulton invited the applicant to come forward. Brian Yates introduced himself.

Chair Moulton opened the public hearing and invited those from the audience who had come to speak to this item to come forward to the microphone.

When no one came forward, Chair Moulton closed the public hearing and asked if the Planning Commission had any more questions for the applicant or staff. When none did, he called for a motion on this item.

**Planning Commission Action:** Ms. Jeffreys said she has found that neither the public nor any person will be materially injured by vacating UTA Timpanogos Division, Plat A, and that there is good cause for the vacation. She then moved to:

1. Vacate UTA Timpanogos Division, Plat A; and
2. Approve the final plat of UTA Timpanogos Division, Plat B with one lot at 1100 South Geneva Road.

Mr. Cook seconded the motion. Those voting aye: Carl Cook, Becky Buxton, Karen Jeffreys, Lynnette Larsen, and David Moulton. The motion passed unanimously.

Chair Moulton introduced **AGENDA ITEM 3.2** as follows:

**AGENDA ITEM 3.2** is a request by Thomas Greene to vacate Lots 1, 2, and 3 of Evelyn Court Subdivision, Plat D, Lots 1 and 2 of Evelyn Court Subdivision, Plat C and approve the final plat of **EVELYN COURT SUBDIVISION, PLAT E** at 745 North 1125 East in the R8 zone.

**Staff Presentation:** Mr. Spencer said the applicant is proposing to create a four (4) lot single family subdivision. There are five (5) existing subdivided lots involved in the proposed subdivision. The two southern lots (Lots 1 and 2 of Evelyn Court, Plat C) have existing homes which will remain. Lots 1, 2, and 3 of Evelyn Court, Plat D are part of an existing orchard. The proposed subdivision reorganizes the existing five (5) lots into a four (4) lot subdivision. Approximately twenty (20) feet will be added to Lots 1 and 2 of Evelyn Court, Plat C. The additional property is divided into the proposed Lots 3 and 4. All lots meet the minimum requirements for the R8 zone. The existing easements for Lots 1 and 2 will remain, and the existing PUE's for Lots 3 and 4 (Lots 1, 2 and 3 of Evelyn Court, Plat D) will be vacated and replatted.



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Also, a portion of property will be deeded to Alan Finch who owns the large lot to the north of the proposed subdivision and has a large accessory building on it. A deed will be required between the owners involved to properly deed the additional property to the Finch’s. The lot owned by the Finch’s has not been subdivided before and is considered a lot of record, or a metes and bounds lot.

**Recommendation:** Based on the compliance with all applicable City codes staff recommends the Planning Commission vacate Lots 1, 2, and 3 of Evelyn Court Subdivision Plat D, Lots 1 and 2 of Evelyn Court Subdivision Plat C, and approve the final plat of Evelyn Court Subdivision Plat E at 745 North 1125 East in the R8 zone.

Chair Moulton asked if the Planning Commission had any questions for Mr. Spencer.

Mr. Cook asked what will happen to Lot 4 if the utility easement is not vacated. Mr. Spencer said it will be an unbuildable lot and will not be recorded on the plat unless the subdivision is reconfigured to make it all lots buildable. Chair Moulton asked if there is reason to believe it will not be approved. Mr. Spencer said the property owner has lived there over 20 years and is not aware of any utilities going across this area. Because it has been an orchard for a long time, there has not been a necessity for utilities.

Mr. Cook asked if this subdivision has been approved recently. Mr. Spencer said it was done around 20 years ago.

Ms. Larsen asked if the PUE is the dividing line between Lots 3 and 4. Mr. Spencer said it will be vacated and be along the property lines.

Chair Moulton invited the applicant to come forward. Thomas Green introduced himself.

Mr. Green said there the engineer said there are no utilities under the orchard. There is no issue with the vacation, the owners were either out of town and had not responded.

Chair Moulton opened the public hearing and invited those from the audience who had come to speak to this item to come forward to the microphone.

Bonnie Call said one of her concerns is with the easement that will be deeded back to Alan Finch. He is running a business in the cul-de-sac and has a plan to have his plumbing trucks come in and out of the cul-de-sac. This will change the nature of the cul-de-sac. Also there is a chicken coop type building on the existing cement farm building. She wants to know what the plan is with the building with the chicken coop structure. She thinks the plumbing trucks will be run in/out of that building and how will affect the neighborhood.

Mr. Spencer indicated this issue has come up before. The City has inspected to see if an illegal business is being operated. Mr. Finch runs a plumbing company; however the building is being used for maintenance of the orchard. The building has been inspected to make sure he was not doing more, and the City is satisfied, he is not. The existing building is considered legal nonconforming, which means Mr. Finch could not add onto the building. If he has added additional chicken coops they would be illegal and would have to be removed. The existing building can remain as long as it is not changed. Neighborhood Preservation officers have gone and looked at the structure and have met with Mr. Finch to let him know that his business is not allowed on the residential property.

Ms. Call said that Mr. Finch built the addition last year between late December and January. Mr. Finch said he enclosed it, but when looking at the satellite picture from 2013 it shows he did add on. Her understanding from a discussion with Mr. Finch’s wife that he will use this piece of property that is being deeded back to him as the business driveway. She wants this to be addressed.

Mr. Cook asked if the driveway can be used as a business access. Mr. Spencer said there is an access from 800 North that could be used. He could not run a business out of the current building. He would need a

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home occupation and this is not a home. The building is an accessory use without a primary use and so no home occupation could be issued.

Mr. Finch said the building was built in 1979 and nothing has been added on to the building. They have cleaned up the property. The concerning part was the enclosing something that was already there, which they got a permit with the City. The piece they are trying to acquire is for drainage. If the farm is going to continue to operate they will need a place to contain the water. They have access from 800 North and through the cul-de-sac.

Ms. Jeffreys asked if the building at 1130 East is a home. Mr. Finch said that is the old packing shed, where they keep the orchard equipment. It has been a junk pile, but now it is pretty nice.

Ms. Jeffreys asked if he is running a plumbing business there. Mr. Finch said he is not, but he parks some of his personal trucks there. He would like to build a house to the northeast, when they quite farming. Chair Moulton asked if this will cause an increase in traffic. Mr. Finch said this has been going on for 20 years.

Ms. Larsen asked why the top area is being deeded. Mr. Finch said the property is needed for containment of irrigation water. Ms. Larsen asked if it is legal to access the commercial property from the cul-de-sac. Mr. Spencer said they can access the property for the current use of maintaining the orchard, but not for a business. Currently, Mr. Finch could not get a business license for the property, unless he rezoned the property and went through site plan approval and remove the structure. This would totally change the site. He cannot get a home occupation because there is no home on the site. The property is zoned residential and the General Plan shows Professional Services. Ms. Larsen noted that the farm use is legal nonconforming because the orchard existed prior to the residential zoning.

Ms. Call indicated that Mr. Finch did not address the chicken coop enclosure, and the business trucks coming and going constantly all day long. If it is just a farm, why did he vacate his old business site? He said he got a permit for the enclosure, but that was not until she called the City. She had hoped they would talk to him about building a business in the cul-de-sac, but they just made him pay for the enclosure. She called Mr. Finch and his wife and asked them to come to her home and discuss the plan. Mrs. Finch came, but Mr. Finch did not. She is concerned that things will not happen as Mr. Finch indicates it will. She hopes it will not become an access for his plumbing trucks. If it is just for the irrigation ditch, she is fine with the change.

Mr. Finch said the area under consideration cannot be driven by any vehicles because of the trees. Mr. Cook asked where the fruit stand is located and what is in the packing shed. Mr. Finch said it is south and west of the building. The shed contains farming equipment, sprays, welding, and a blacksmith shop for this property as well as other properties. Ms. Larsen asked where the plumbing trucks parked. Mr. Finch said he keeps his bigger personal trucks inside the packing shed and he has a small truck near the packing shed. Ms. Larsen asked if he could only access from 800 North and not through the cul-de-sac. Mr. Finch indicated he uses the cul-de-sac only on the way home. His farmworkers do drive through the cul-de-sac also. Ms. Larsen said there are multiple trips going through the cul-de-sac every day. Mr. Finch said that is true when they are farming. Ms. Larsen asked if this is the major access for the orchard. Mr. Finch said his major access is off of 800 North.

Chair Moulton closed the public hearing.

Mr. Spencer said if this is something the Planning Commission agrees to there are some conditions that need to be in place in order for the subdivision to move forward.

1. Obtain the additional two signatures from the utilities easements for the vacation along Lot 4; and
2. Obtain letters from the utility companies for the existing easements across Lots 1 and 2.

The City needs letters to verify that those utility easements should remain on the plat.

Chair Moulton closed the public hearing and asked if the Planning Commission had any more questions for the applicant or staff. When none did, he called for a motion on this item.

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**Planning Commission Action:** Mr. Cook said he has found that neither the public nor any person will be materially injured by vacating Lots 1, 2, and 3 of Evelyn Court Subdivision, Plat D and Lots 1 and 2 of Evelyn Court Subdivision, Plat C, and that there is good cause for the vacation. He then moved to:

1. Vacate Lots 1, 2, and 3 of Evelyn Court Subdivision, Plat D, Lots 1 and 2 of Evelyn Court Subdivision, Plat C; and
2. Approve the final plat of Evelyn Court Subdivision, Plat E with four lots at 745 North 1125 East.

Ms. Buxton seconded the motion. Those voting aye: Carl Cook, Becky Buxton, Karen Jeffreys, Lynnette Larsen, and David Moulton. The motion passed unanimously.

Chair Moulton introduced **AGENDA ITEM 3.3** as follows:

**AGENDA ITEM 3.3** is a request by Glen Overton to approve the site plan of **SUPER LUBE** and the preliminary plat of **OVERTON SUBDIVISION** at 55 West 800 North in the C2 zone.

**Staff Presentation:** Mr. Spencer said the applicant is proposing to construct a new two (2) unit building as part of their commercial complex remodel. One of the units will include a drive up window. A new vehicular connection will also be made from the 7-11 site to the east through the proposed site which will connect from Main Street to 100 West. An existing home has been removed to accommodate the addition.



The proposed final plat combines two (2) existing lots of record into one (1) subdivided lot with 0.78 acres. Easements on the plat for cross access to the Maverick site as well as the 7-11 site are included in the plat.

The proposed building addition of the two (2) commercial units will attach to the current Super Lube building. The addition is twenty-one (21) feet tall and the end unit includes a drive through window on the eastern side of the building. The two units include a total of 2,910 square feet. The proposed building elevations show all the existing buildings being finished with siding and a standing seam metal roof. Many of the existing facades will be changed and updated to provide a more consistent look.

As per code requirements for a combined usage of the car wash, office space, and the auto lube a total of thirty (30) stalls are required and included in the proposed site plan. Bicycle parking is also included in the site plan and is located to the south of the proposed addition.

Plans show an existing six (6) foot wall that will be increased to seven (7) feet (per code requirements) on the existing portion of the site plan and a new seven (7) foot tall masonry wall will be constructed on the south-eastern portion of the site where the existing home was removed. The existing fence between the 7-11 site will also be removed.

The existing site already includes landscaping and the portion of the site that will be added to the east of the existing site will also be landscaped as required by code. Twenty (20) feet of landscaping is proposed between the existing sidewalk and the proposed parking area as well as the addition of two (2) new trees.

The applicant held a neighborhood meeting on September 21, 2015. Four (4) people attended and had questions about the fence to the south of the addition as well as some concerns regarding the added access from the 7-11 site to the east. Both issues were addressed by the applicant and were resolved.

The dumpster is located on the property to the west of the proposed site plan and is enclosed as per City code.

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The applicant is providing another access through the site to the east for improved site connectivity. There are no other transportation issues.

**Recommendation:** Based on compliance with all applicable City codes, staff recommends the Planning Commission approve the site plan approval of Super Lube and the preliminary plat of Overton Subdivision at 55 West 800 North in the C2 zone.

Chair Moulton asked if the Planning Commission had any questions for Mr. Spencer.

Mr. Cook asked if the new buildings will be rentals. Mr. Spencer said it could be anything allowed in the C2 zone.

Ms. Larsen asked if there is enough parking for Super Lube and whatever the new units will be. Mr. Spencer said the parking is based on square footage. There are over 30 stalls, which meets the ordinance.

Chair Moulton closed the public hearing and asked if the Planning Commission had any more questions for the applicant or staff. When none did, he called for a motion on this item.

**Planning Commission Action:** Ms. Buxton said she is satisfied that the Planning Commission has found this request complies with all applicable City codes. She then moved to approve the site plan and preliminary plat of Overton Subdivision at 55 West 800 North in the C2 zone. Ms. Larsen seconded the motion. Those voting aye: Carl Cook, Becky Buxton, Karen Jeffreys, Lynnette Larsen, and David Moulton. The motion passed unanimously.

Chair Moulton introduced **AGENDA ITEM 4.1** as follows:

**AGENDA ITEM 4.1** is a request by Kathy Hoffman to amend the **GENERAL PLAN LAND USE MAP AND ZONING MAP BY CHANGING THE LAND USE FROM LOW DENSITY RESIDENTIAL TO COMMUNITY COMMERCIAL AND THE ZONE FROM R20 TO C1 ON 5.83 ACRES GENERALLY AT 660 SOUTH GENEVA ROAD.**

**Staff Presentation:** Mr. Stroud said Rocky Mountain Power (RMP) has an electrical substation at approximately 660 South Geneva Road. The property is currently zoned R20. The City Code permits a substation in a residential zone provided the requirements of Section 22-6-10(F) are met. One of the requirements is that the substation in a residential zone must be surrounded by a masonry wall. RMP has plans to expand the current facility which would then require the existing chain link fence to be replaced with a masonry wall.



The current zone requirements when a utility substation is located in a residential zone are as follows:

**22-6-10(F)**

**Utility substations.** Utility substations or similar facilities are permitted in residential zones subject to the following standards:

1. the primary access must be from an arterial or collector street;
2. an 8-foot high masonry fence shall be constructed and maintained on the property line of all adjoining parcels;
3. the fence shall be set back at least 20 feet from dedicated streets;
4. the setback area from streets shall be landscaped with a combination of grass, shrubs, and trees (both deciduous and conifer); and
5. all structures (excluding the required masonry fence) shall be set back from the property lines a distance of at least equal to the height of the structure and in no case less than 20 feet.

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RMP requests the zone to be changed from R20 to C1. Should the property be rezoned to a commercial zone (C1) as requested by RMP, the requirement of the masonry fence is eliminated. The existing chain link fence could then remain. The property is adjacent to an existing commercial zone to the north (C2 - TELOS) and Vineyard City to the west, south and east. Residential developments are also located directly across Geneva Road to the east of the existing substation.

A rezone to the C1 zone requires a change the Orem General Plan land use map. The current land use designation is Low Density Residential (LDR) and the applicant is requesting this designation be changed to Community Commercial (CC). The CC designation is then implemented, among others, by the C1 zone.

Concerning the adjacent property to the north now occupied by TELOS, the General Plan land use designation was changed from Low Density Residential to Community Commercial in 2004. A portion of the site was then rezoned to the C1 zone in 2006. In 2015, TELOS then requested a rezone of the property from R20 and C1 to C2, which was approved.

A neighborhood meeting was held concerning this request on October 8, 2015, in the City Council chambers. There were no residents or concerned parties in attendance.

### Advantages:

- The existing substation is currently located approximately 300 feet from the Geneva Road right-of-way.
- The existing chain-link fence may provide better visual security for the substation equipment; however, the future expansion of the substation would increase the visual impact to the area.

### Disadvantages

- Visual impacts currently exist with the existing substation. Any expansion of the existing facility should comply with the existing requirements outlined in Section 22-6-10(F), Orem City Code.
- The future expansion of the substation increases the visual impact for residential homes in the surrounding area in both Orem and Vineyard.
- As southwest Orem and Vineyard continue and grow, expansion of the site will occur, potentially locating equipment closer to Geneva Road without a solid visual barrier if the property is rezoned to the C1 zone.
- As future development and redevelopment occur along the Geneva Road Corridor, the proposed chain-link fence would detract from the overall aesthetic quality of the Corridor.

**Recommendation:** Based on the disadvantages outlined above, the Development Review Committee recommends the Planning Commission provide a negative recommendation to the City Council concerning the request to amend the General Plan land use map and zoning map by changing the land use from Low Density Residential to Community Commercial and the zone from R20 to C1 on 5.83 acres generally at 660 South Geneva Road.

Chair Moulton asked if the Planning Commission had any questions for Mr. Stroud.

Ms. Larsen said the applicant is not required to fence the entire property. Mr. Stroud said the language in the code says “maintain on the property line of all adjoining parcels;” it depends on the interpretation. The current facility is fenced. He would defer to the attorneys. In the future the entire site could be substation equipment. Ms. Larsen asked if the masonry wall is required now and later they expand, will the masonry wall come down. Mr. Stroud said yes. The applicant is willing to do masonry on the property that fronts Geneva Road, but would like the rest to be chain link.

Ms. Jeffreys asked if the applicant wants to only do masonry fence along Geneva Road. Mr. Stroud said they are willing to do the property line along Geneva Road as masonry. In order to do that they would need to be rezoned to the C1 zone. Chair Moulton said in the past they City has required a masonry fence between a commercial and residential zones. Mr. Stroud said there have been incidents where a developer has gotten a modification because there may be an existing fence.

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Chair Moulton invited the applicants to come forward. Kathy Hoffman, and Patty Peterson introduced themselves.

Ms. Hoffman said that RMP routinely upgrades their facilities. They want to provide safe and reliable service to the customers. They own the entire property, but the substation is in a small area of the property. They will expand it 20 feet out on all ends. RMP is asking for the ability to modify in order to comply and still be safe.

Ms. Jeffreys asked if the expansion will go to the west. Ms. Peterson said they want to fence only around the substation with a 24-foot gate. There will be a second road and gate. Ms. Hoffman said there is a nice buffer all the way around the property.

Mr. Cook asked if this is the ultimate build out of the site. Ms. Peterson said in the 10 year plan this is the ultimate build out. With growth in the area, things could change in the future.

Ms. Larsen asked if the property is kept residential, could they do what they want to do. Mr. Stroud said yes they can expand the site, but they will need to have masonry on the entire site. If the zone changes to commercial, they can use a chain link fence.

Chair Moulton opened the public hearing and invited those from the audience who had come to speak to this item to come forward to the microphone.

When no one came forward, Chair Moulton closed the public hearing and asked if the Planning Commission had any more questions for the applicant or staff.

Mr. Cook asked if the south and west is Vineyard and is it zoned residential. Mr. Stroud said yes, plus the east is Vineyard also. Mr. Cook said his concern is along the west boundary especially where it is only 50-60 feet away from residential. This could have a significant impact on the future residences. Ms. Jeffreys said the chain link would not be a great buffer for the residential. Ms. Larsen indicated that if the long term goal is to beautify Geneva Road the substation is still visible from the north and south. Ms. Buxton said it is not like an eight-foot masonry fence will hide the substation, but it is definitely a better look. This is a little frustrating because it is a little backwards, usually in a commercial zone there is a requirement for a masonry wall, but in this case in order to get the masonry wall the property needs to remain residential. This area will grow in the future. Currently there is a nice landscape buffer, but some of that will need to be taken down to meet future needs.

Ms. Buxton said she supports the masonry wall.

Chair Moulton agreed that the wall is the best option. Anyone who lives there in the future will want the wall. It will help the property value.

Ms. Peterson said they would like to not provide landscaping because it is a hazard to the power lines in the area. She asked for a compromise on the fence and no landscaping. Ms. Jeffreys asked if the landscaping being set back is a problem. Ms. Peterson said if they need a mobile transformer, it would require large equipment and sometimes trees on the street hamper their ability to get in and out of the substation. Ms. Jeffreys said the substation was submitted with landscaping. Ms. Peterson said they have not planted any additional trees between the street and where the substation sits. Her concern is in changing fencing to a masonry wall, but need to make sure nothing additional is required for landscaping. Ms. Jeffreys said the property is legal nonconforming with both the fencing and landscaping. Mr. Stroud said that if it stays residential, the setback area would need to be landscaped with grass, shrubs and trees. He added the R20 zone has a 30 foot front setback; right now it is just gravel and wetland. By ordinance, if it stays R20 the 30 feet will need to be landscaped with grass, shrubs and trees. Mr. Bench said the site plan is not being decided at this point, RMP will need to come back. This is a rezone request and these details can be worked out at that time.

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Scott Burton, RMP, said in front of the substation there is already overhead circuits coming in plus there is double-circuit underground circuits running through that area. Trying to landscape is useless because it will always be torn up when they have to adjust the circuits. The substation fence is only expanding 20 feet out from its current footprint. Any north will go north and south not towards Geneva Road.

Chair Moulton called for a motion on this item.

**Planning Commission Action:** Mr. Cook moved to recommend the City Council deny the amendment to the General Plan land use map and zoning map by changing the land use from Low Density Residential to Community Commercial and from R20 to C1 on 5.83 acres generally at 660 South Geneva Road. Chair Moulton seconded the motion. Those voting aye: Carl Cook, Becky Buxton, Karen Jeffreys, Lynnette Larsen, and David Moulton. The motion passed unanimously.

Chair Moulton introduced **AGENDA ITEM 4.2** as follows:

**AGENDA ITEM 4.2** is a request by Development Services to approve the **TRANSPORTATION MASTER PLAN**.

**Staff Presentation:** Mr. Goodrich said the last time a full Transportation Master Planning document was approved was in 1988 and was titled: “STREET MASTER PLAN for City of Orem, Utah, January 1988”. Multiple amendments have been made to that Master Plan over the years, and the Development Services Department felt that it was time to provide a complete new Plan.

The Development Services Department hired Horrocks engineers to assist staff in developing the new Transportation Master Plan. A public outreach effort was launched to seek public input, including providing an interactive web page for citizens to provide comments on roadway, bike, and transit maps. Public outreach was managed by newsletter articles, city web page updates, project web page management, and other social media forms. A Public Open House was held on September 1, 2015 to showcase the Draft Plan that was developed based on public input, and traffic modeling efforts. The Transportation Advisory Commission held several meetings through the process of developing the new Plan, and unanimously supports the DRAFT document.

Important objectives of having a complete Transportation Master Plan (TMP) include:

1. A TMP is needed to receive Federal, State, and County funding for regionally significant roadway improvements.
2. Developers will be required to follow the TMP and create proper set-backs for development – and will also construct certain improvements if they create a legal nexus due to development impacts.
3. The City of Orem will use the TMP in programming funding for needed transportation improvements; however, the City is not bound financially to complete needed transportation improvements identified by the Plan by any date specific time.

The City of Orem’s Transportation Advisory Commission has unanimously recommended approval of the Transportation Master Plan.

**Recommendation:** The Development Services Department requests that the Planning Commission provide a positive recommendation to the City Council regarding the approval of the Transportation Master Plan and amend the Orem General Plan by adopting it as Appendix B.

Mr. Goodrich introduced John Dorney, Horrocks Engineering. Mr. Dorney presented the Transportation Master Plan.

### **Transportation Master Plan Process**

#### *High Level*

- MAG’s travel demand model: High level regional analysis roadway level of service or capacity level

#### *Detailed Level*

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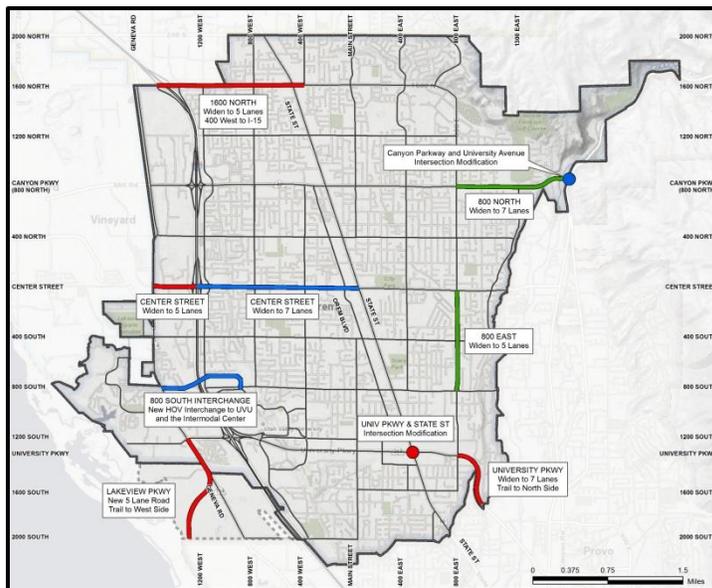
- Micro-simulation model: corridors and Intersections

### Public Involvement

- Public comments received
- Public open house
- Comment categorization

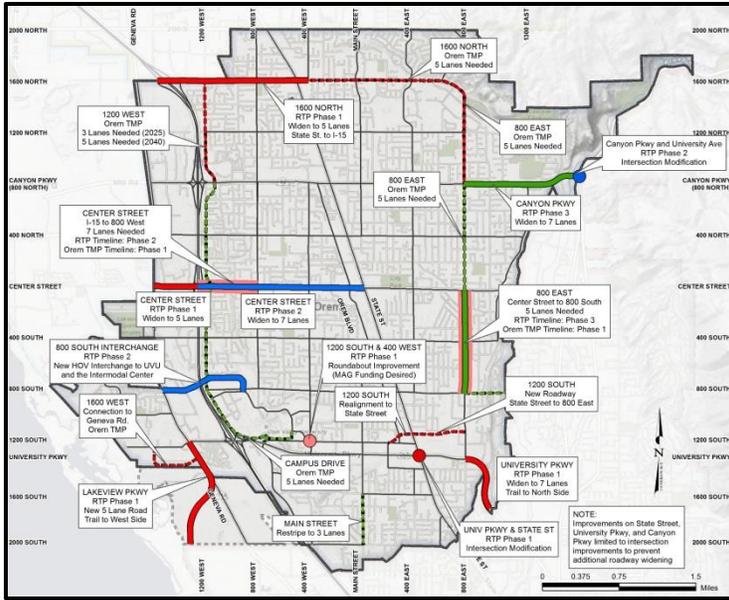
### Transportation Master Plan Elements

- Traffic Calming Guidelines
- Traffic Study Guidelines
- Access Management Program
- Speed Limit Review
- Orem Pass-Through Traffic
- Capital Improvement Plan

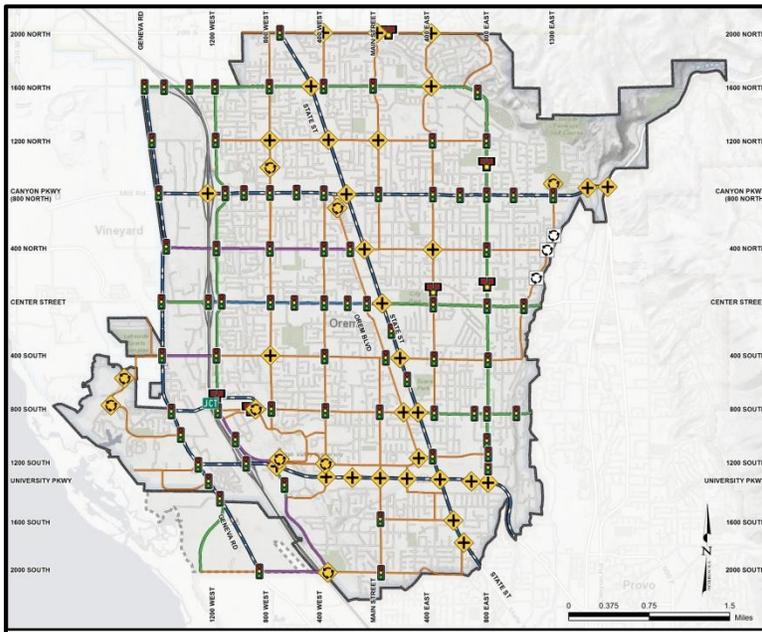


**MAG REGIONAL TRANSPORTATION PLAN AND UDOT PROJECTS**

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**2040 ROADWAY PROJECTS**



**2040 ROADWAY NETWORK FUNCTIONAL CLASS (If all proposed projects completed)**

**Managed Motorways**

1. Traffic signal management
  - a. Time of day – versus – continuous traffic counts
  - b. ¼ mile versus ½ mile signal spacing
2. Improve Grid Network
  - a. More street connections
3. Managing Friction Factors
  - a. Consolidate access points with redevelopment
  - b. Raised medians over time
  - c. Best parking practices
4. Transit Improvements

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- a. Increase bus service
- b. BRT, light rail, street car
5. Alternate north-south corridor improvement
  - a. Sandy City (East of I-15)
    - i. State Street, 700 East, 1300 East, Highland Drive
  - b. City of Orem (East of I-15)
    - i. State Street

Chair Moulton asked if the Planning Commission had any questions for Mr. Dorney.

Mr. Goodrich said they will request funding for projects. The City reviewed the 10 year plan from Mountainland Association of Governments (MAG). The hope is to increase the number of projects through different sources of funding. Mr. Dorney said all of MAG’s plans will have to work through the City.

Karen Jeffreys left at 6 p.m.

Mr. Goodrich said having a Transportation Master Plan will help to have a good plan to make sure development happens in a proper manner. Mr. Dorney said the 10-year CIP is broken up into two phases.

### Phase 1 – 2016-2020

1. Needed capacity Improvements
  - a. 1600 North
  - b. 1200 West
  - c. University Parkway
2. Needed traffic system improvements
  - a. 1600 West
  - b. 1200 South and 400 West intersection
  - c. 700 North and Orem Blvd intersection

### Phase 2 – 2011-2025

1. Needed capacity improvements
  - a. Center Street
  - b. 800 East
  - c. 1600 North
2. Needed traffic system improvements
  - a. Lakeview Parkway
  - b. 1200 South
  - c. State Street and Center Street intersection

The total cost of Phase 1 is \$78.2 million; total cost with inflation is \$91.8 million; and Orem’s cost with inflation is \$7.7 million.

The total cost of Phase 2 is \$87.2 million; total cost with inflation is \$91.6 million and Orem’s cost with inflation is \$19.1 million.

Mr. Dorney said these costs can be improved through proper planning procedures. Mr. Goodrich indicated that before any project is built; staff will decide the project’s necessity at that time. This plan will be under review at least every five years or as needed depending on current traffic trends and development. This is a living document because development is always happening and will affect traffic.

Mr. Dorney noted that there was feedback on traffic calming devices. Mr. Goodrich said there are no speed bumps listed in traffic calming. However, there are small roundabouts, traffic circles, etc. that can be considered if trying to slow the street speed down.

Ms. Larsen asked about the future of I-15 and University Parkway interchange. Mr. Goodrich said the interchange will eventually fail and a new connection at 800 South will help. It is called a HOT (High Occupancy & Toll) interchange. The ramps go to the center, like 400 South in Salt Lake. The only time it can be used if there is two or more in a vehicle and or if a toll fee is paid. Mr. Dorney said that is part of a

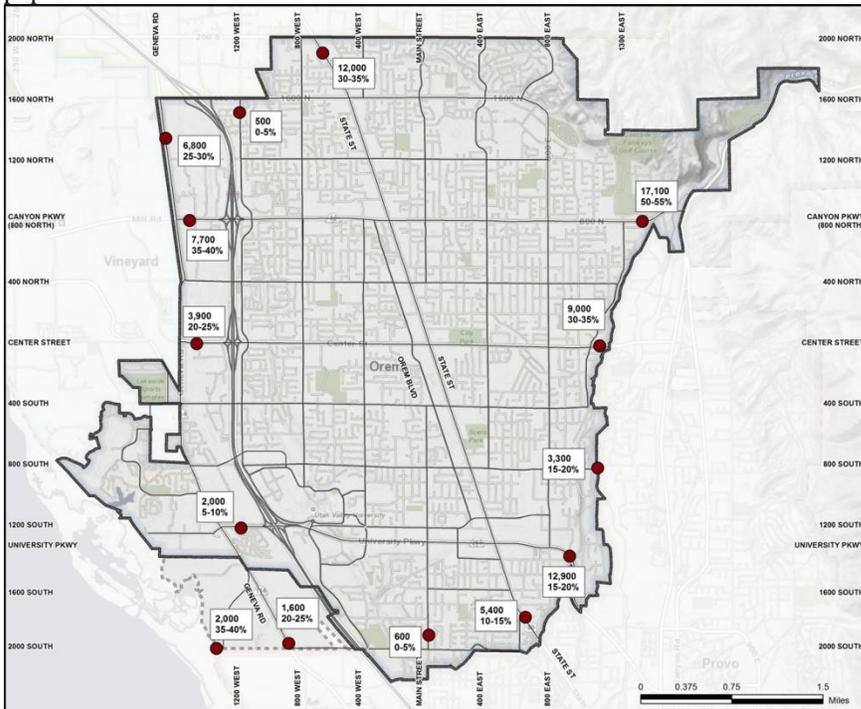
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larger system that is tied into the main transit hub. Mr. Goodrich said that Provo is looking at putting in an interchange at their 820 North also.

Ms. Larsen asked how this interacts with the State Street Master plan. Mr. Goodrich said it was planned to have the State Street Master plan be out first in order to use the modeling in this plan. The additional density on State Street is addressed in this plan.

Ms. Larsen asked if Bus Rapid Transit (BRT) is included. She wondered if traffic will be bad even with BRT or worse without BRT. Mr. Goodrich said it is worse without BRT. The BRT project is now called the Provo/Orem Transportation Improvement Projects (TRIPS). BRT is only one of the projects being considered along the corridor.

Mr. Dorney said this will be funded in part by a statewide gas tax, which will begin January 1, 2016. It will be \$0.05/gallon of gas. It is estimated it will bring \$440,000 annually to Orem. Ms. Larsen asked if the gas tax will be separated out according to population. Mr. Dorney said he thought it was based on the population.



**PERCENT PASS-THROUGH TRAFFIC**

Mr. Dorney said that the Mayor asked for study on the percentage of traffic that passes through Orem. Chair Moulton asked how it was decided how many cars pass through Orem. Mr. Dorney said it has a massive amount of matrixes that create a socioeconomic database. It looks at where are the jobs and people; looks at the areas of low, middle and high paying jobs; looks at higher property values, etc. The Governor’s office and MAG puts together the census information in conjunction with the census and with the socioeconomic database. That is run through their program and they can determine the number that passes through Orem.

The Planning Commission thanked Staff & Horrock’s Engineering for all their work on the Transportation Master plan.

Chair Moulton invited the applicant to come forward. Brian Yates introduced himself.

Chair Moulton opened the public hearing and invited those from the audience who had come to speak to this item to come forward to the microphone.

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When no one came forward, Chair Moulton closed the public hearing and asked if the Planning Commission had any more questions for the applicant or staff. When none did, he called for a motion on this item.

**Planning Commission Action:** Chair Moulton said he is satisfied that the Planning Commission has found this request complies with all applicable City codes. He then moved to recommend the City Council approve the 2015 Transportation Master plan. Ms. Buxton seconded the motion. Those voting aye: Carl Cook, Becky Buxton, Lynnette Larsen, and David Moulton. The motion passed unanimously.

**MINUTES:** The Planning Commission reviewed the minutes from the previous meeting. Chair Moulton then called for a motion to approve the minutes of November 4, 2015. Chair Moulton moved to approve the meeting minutes for November 4, 2015. Ms. Larsen seconded the motion. Those voting aye: Carl Cook, Becky Buxton, Lynnette Larsen, and David Moulton. The motion passed unanimously.

**DIRECTOR’S UPDATE:** Mr. Bell said that earlier today they met with a developer who is interested in developing using the State Street plan.

He also noted that the City facilities Energy Upgrade was presented to the City Council on November 17, 2015 for future consideration. It consists of many things throughout the City to upgrade on the energy usage. Once it is completed, it will save the City \$50,000 per month in utility costs. It will pay for the project out of the savings and there will be no additional cost in the budget. After it is paid off, the savings will be incorporated in the budget.

He wished them a Happy Thanksgiving and thanked them for their efforts.

**ADJOURN:** Chair Moulton called for a motion to adjourn. Mr. Cook moved to adjourn. Chair Moulton seconded the motion. Those voting aye: Carl Cook, Becky Buxton, Lynnette Larsen, and David Moulton. The motion passed unanimously.

**Adjourn: 6:36 p.m.**

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Jason Bench  
Planning Commission Secretary

Approved: December 9, 2105