



Increasing Connectivity in our Retail Corridor

State Street Connection Plan





- The State Street Master Plan recommended increasing connectivity along State Street

Why is connectivity important:

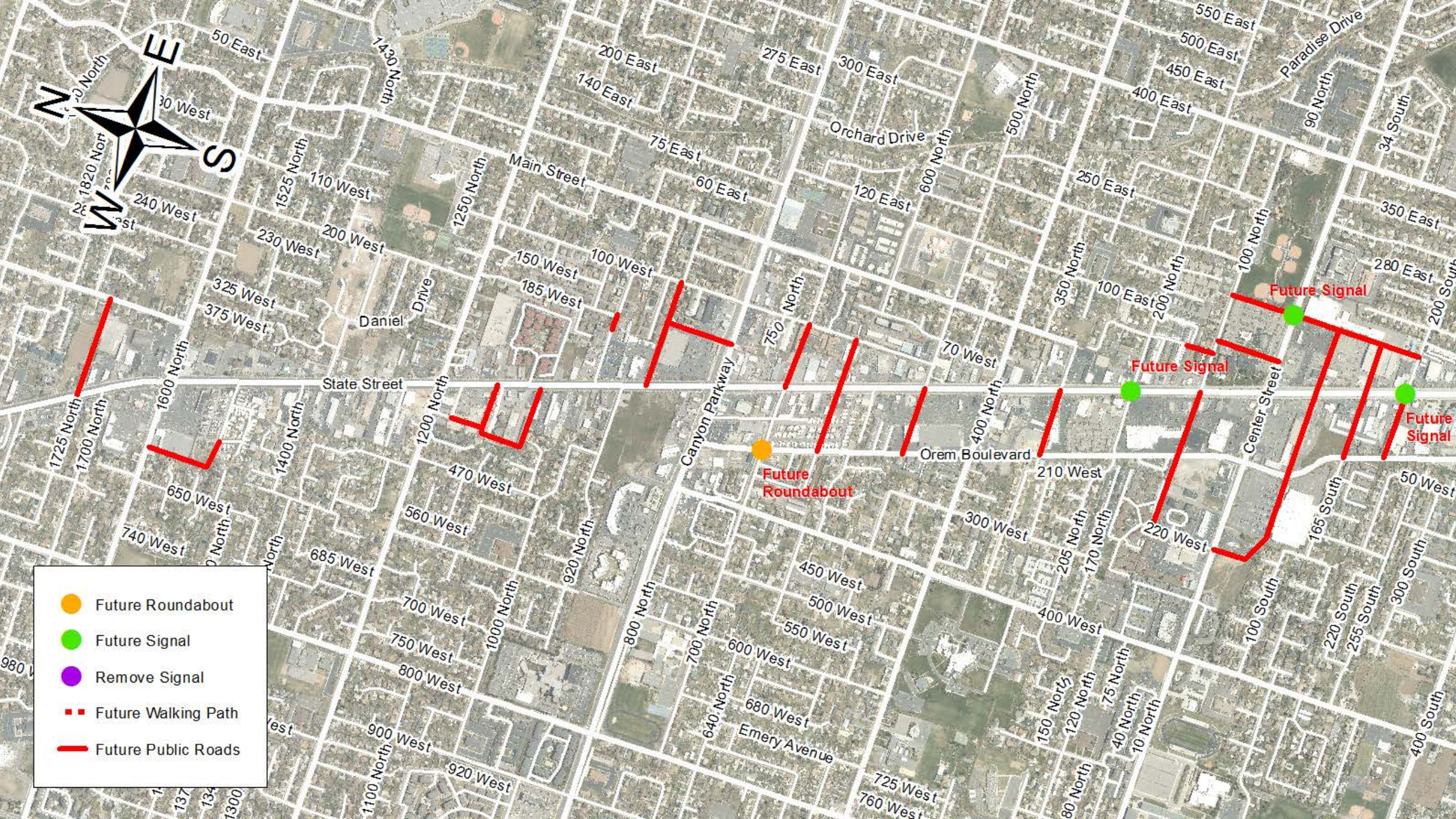
- **Reduce** travel time & create shorter routes = reduce traffic
- Lower speeds and **reduce accident** severity
- Create **more frontage** for retail
- Provide greater emergency vehicle access and **reduce emergency response times**
- Provide improved **utility connections**, easier maintenance, and more efficient trash and recycling pick up
- Better accommodate **transit** use.

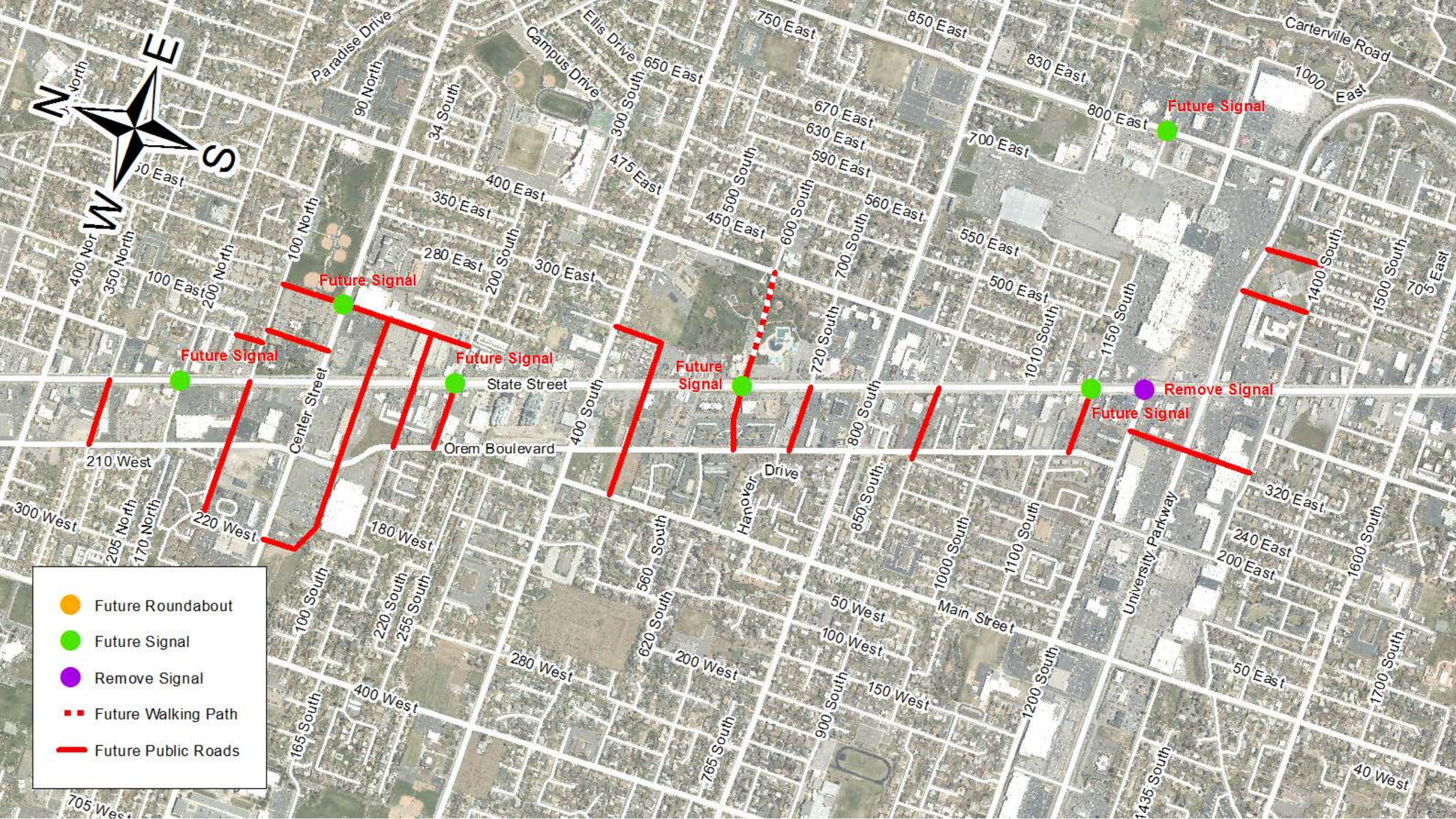



- **Working with UDOT** to create State Street Corridor Agreement
 - Draft document currently being edited
- **Adopt maps and text** to appendix of:
 - General Plan
 - Transportation Master Plan
 - State Street Master Plan
 - Street Connection Master Plan
- **Roads will be added as redevelopment occurs**
 - Street connections determined with new site plans



- Future Roundabout
- Future Signal
- Remove Signal
- Future Walking Path
- Future Public Roads





-  Future Roundabout
-  Future Signal
-  Remove Signal
-  Future Walking Path
-  Future Public Roads

Future Signal

Future Signal

Future Signal

Future Signal

Future Signal

Future Signal

Remove Signal



CHAPTER 17. SUBDIVISION ORDINANCE

17-4-6. Street or easement dedication may be required.

The DRC may require that the owner dedicate to the City any or all of the street rights-of-way or easements designated on the preliminary plat as a condition of approval of the preliminary plat. The dedication shall be by appropriate deed from the owner to the City. The dedication shall also be made on the final plat. In determining whether or not a dedication will be required at the preliminary plat stage, the DRC shall consider, among other things, the necessity of the dedication for traffic circulation, the

convenience of the public, the development of on-site and off-site improvements, and recommendations from the Orem General Plan, the Orem Transportation Master Plan, and the Orem Street Connection Master Plan.

17-4-8. Corridor Preservation.

The City may require that the area of future streets shown in the Orem Transportation Master Plan or the Orem Street Connection Master Plan that are not to be constructed or dedicated concurrent with the development contemplated by the preliminary plat, be shown on the preliminary plat as “corridor preservation.” The City may prohibit or limit the construction or installation of improvements in the corridor preservation area in order to preserve such area for the construction of future streets. The City’s right to require corridor preservation under this section shall be subject to the requirements of Utah Code Sections 72-5-401 through 72-5-406 inclusive.



CHAPTER 22. ZONING

22-14-20 (D)

D. Factors to Consider.

The recommending authority and the final approving authority for the site plan shall consider all of the following items when reviewing a site plan:

1. Whether the proposed site plan complies with the Orem General Plan, **the Orem Transportation Master Plan, and the Orem Street Connection Master Plan**, and complies with all City ordinances, resolutions, and policies.
2. Whether the proposed site plan promotes the health, safety and welfare of the community. In making this determination, the recommending authority and the final approving authority for the site plan, shall consider, among other things, the overall safety of the site, the impact the site will have on traffic and on surrounding properties, and the adequacy of police, fire, and utility services that can be provided to the site.
3. If the proposed site plan is submitted in conjunction with a request for a conditional use permit, the final approving authority shall also weigh and consider the factors set forth in Section 22-4-4 of this Chapter.

22-14-20 (S)

S. Corridor Preservation.

The City may require that the area of future streets shown in the Orem Transportation Master Plan or the Orem Street Connection Master Plan that are not to be constructed or dedicated concurrent with the development contemplated by the site plan, be shown on the site plan as “corridor preservation.” The City may prohibit or limit the construction or installation of improvements in the corridor preservation area in order to preserve such area for the construction of future streets. The City’s right to require corridor preservation under this section shall be subject to the requirements of Utah Code Sections 72-5-401 through 72-5-406 inclusive.



The following text will be added to the Orem City General Plan, Orem State Street Master Plan, Orem Transportation Master Plan, Orem Street Connection Master Plan. The map shown will be added to appendix of each plan (where relevant).

Orem City General Plan: Section 3.2

“See the ‘Additional Information’ section at the end of the General Plan for a map identifying future possible street connections on or near State Street. Adding more streets on or near State Street will have a positive impact on transportation in the City’s major retail corridor (State Street), including (but not limited to) the following: create a smaller, more walkable block pattern where possible throughout the corridor and within growth areas; establish a grid between Orem Boulevard and State Street improving vehicular and pedestrian circulation; and create building street frontage on streets that are more pedestrian friendly than State Street.”

Orem State Street Master Plan: Mobility section page 26

“Figure 1 on the following page was updated in 2017.” (map on page 27 will be updated with exhibit “C”)

Orem Transportation Master Plan: Section 4.9 Connectivity

“See the ‘Appendix G’ at the end of this plan for a map identifying future possible street connections on or near State Street. Adding more streets on or near State Street will have a positive impact on transportation in the City’s major retail corridor (State Street), including (but not limited to) the following: create a smaller, more walkable block pattern where possible throughout the corridor and within growth areas; establish a grid between Orem Boulevard and State Street improving vehicular and pedestrian circulation; and create building street frontage on streets that are more pedestrian friendly than State Street.”

Orem Street Connection Master Plan

The Orem Street Connection Master Plan completed in 2014 is a series of maps adopted as a resolution. To update this resolution, exhibit “B” will be added to that document with the following text:

“ Exhibit B contains a map identifying future possible street connections on or near State Street. The State Street Master Plan recommended adding additional street connections. This updated map was completed in 2017 and the General Plan, State Street Master Plan, Transportation Master Plan, and this plan were amended to reflect these future possible street connections.”



RECOMMENDATION:

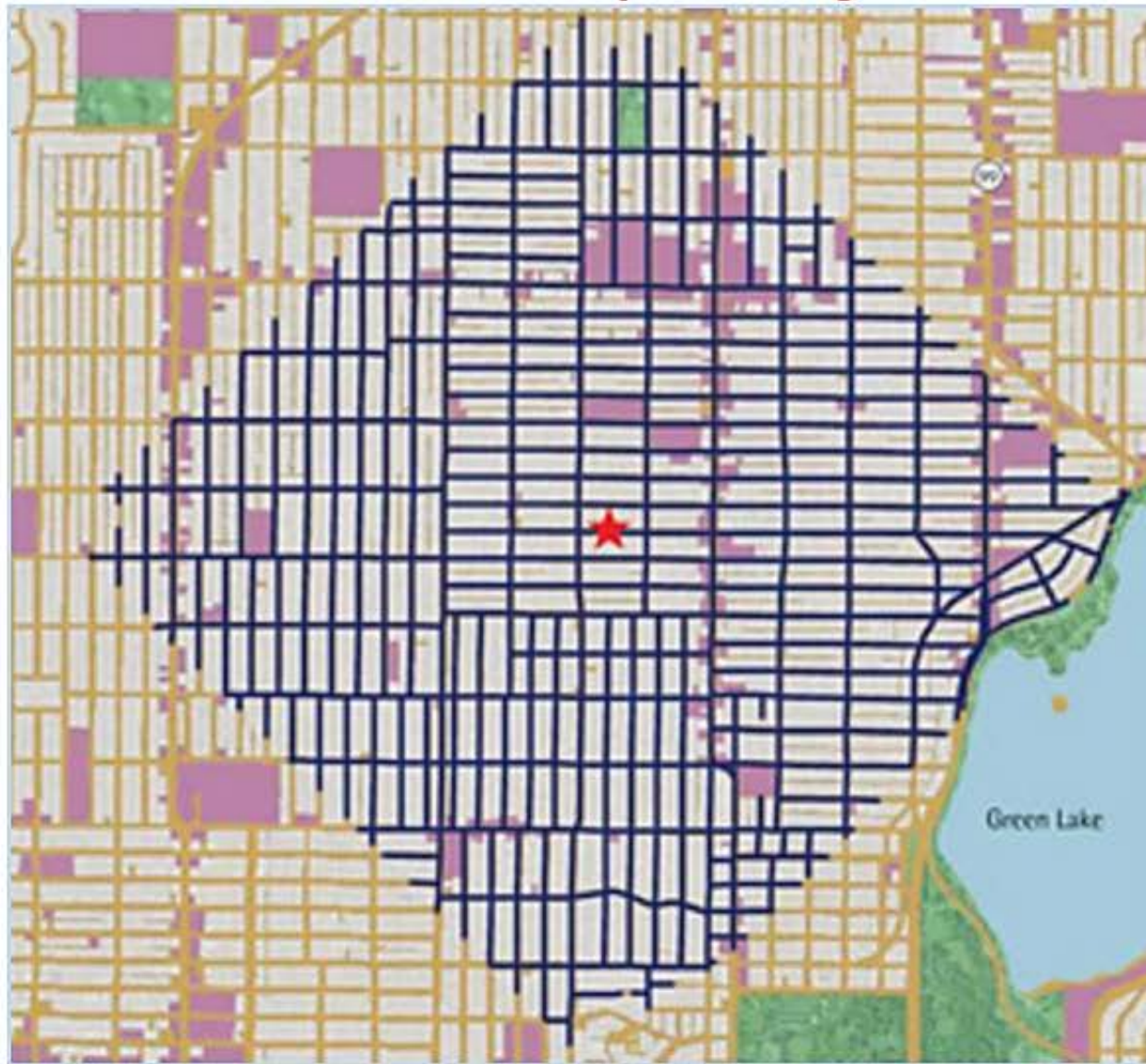
The Planning Commission recommends the City Council, by ordinance, amend the Orem City General Plan, Orem State Street Master Plan, Orem Transportation Master Plan, and the Orem Street Connection Master Plan, pertaining to future street connections near State Street, and amend sections 17-4-6 and 22-14-20(D) of the City Code and enact sections 17-4-8 and 22-14-20(S) of the City Code, to facilitate corridor preservation for these streets.



- What is connectivity?
Connectivity (or permeability) refers to the directness of links and the density of connections in a transportation network. A highly permeable network has many short links, numerous intersections, and minimal dead-ends.

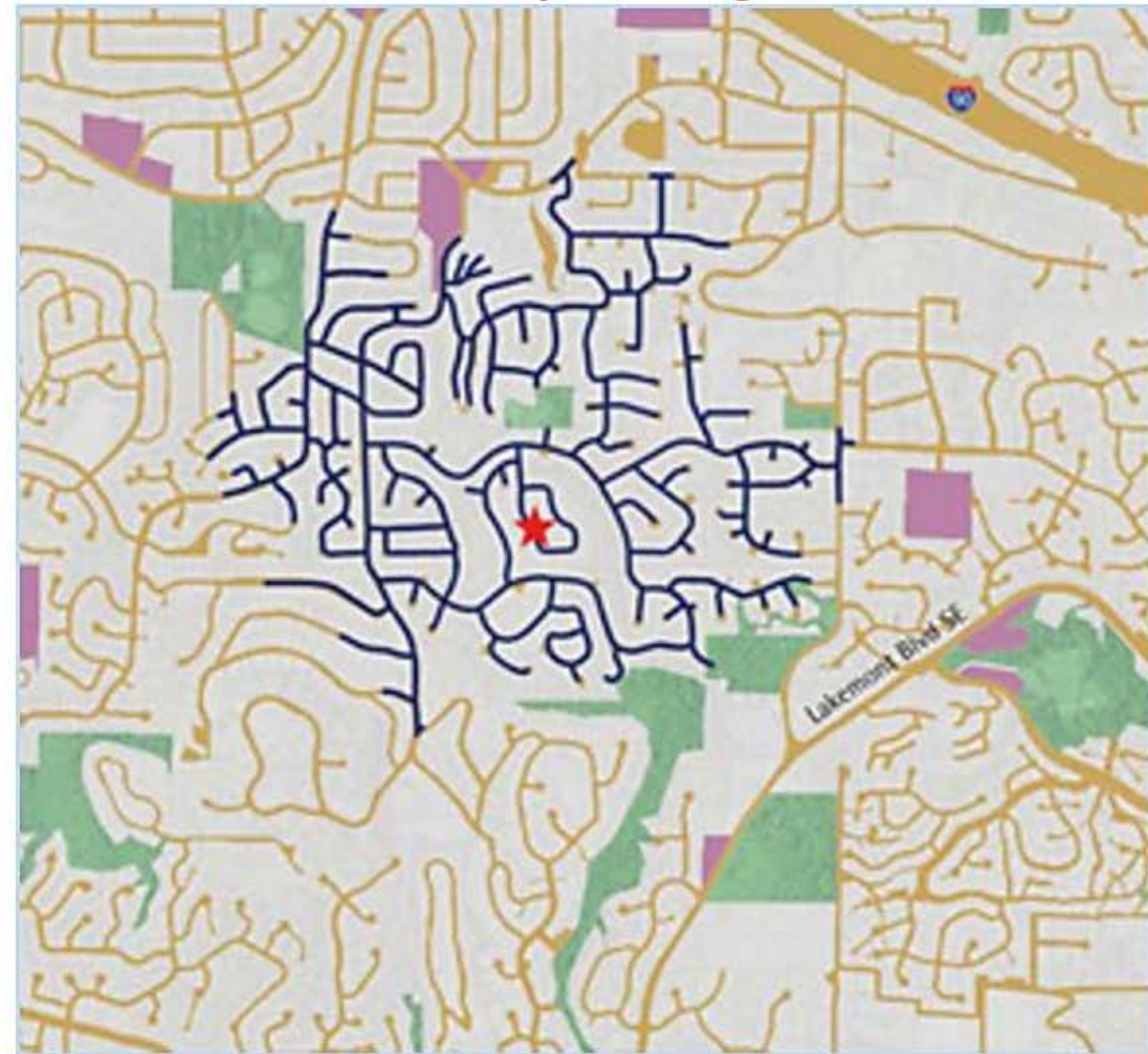
Traffic Demand Management Encyclopedia

One-Mile Walk in a Compact Neighborhood

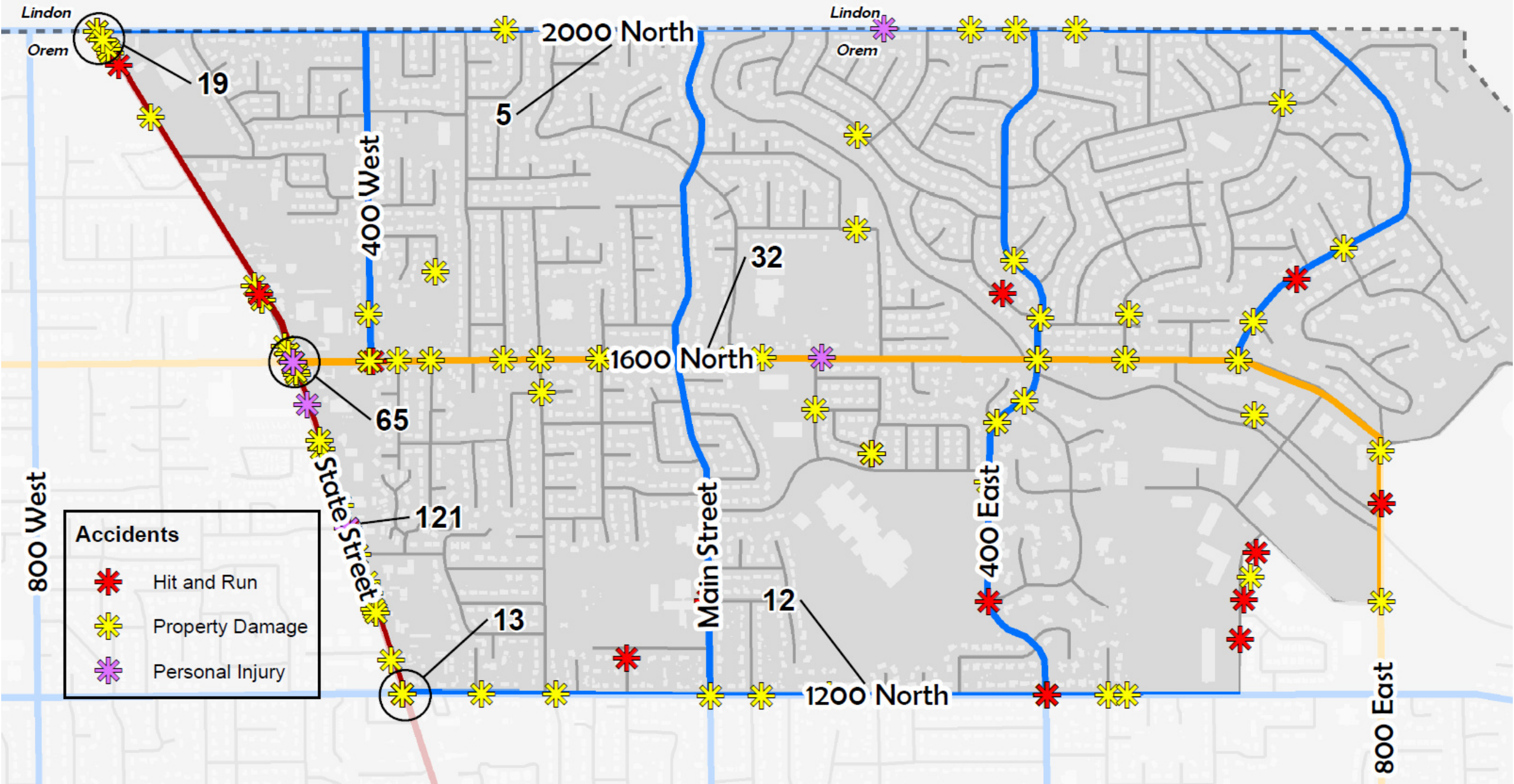


A one-mile walk in Seattle's Phinney Ridge takes you through a grid-like street network with a mix of residences and businesses.

One-Mile Walk in a Sprawling Suburb



A one-mile walk in Bellevue, WA with cul-de-sacs and winding streets has few shops and services within walking distance.



Connectivity



“For retail tenants considering the perfect space, the magic word is **frontage**... the exposed area of fascia and windows that perspective customers walking or driving by can see from the... road.”

Dale Willerton
The Lease Coach



Love the Frontage

Retail • Land/Development • Offices



Sold

Contact Agent
Sold: Thu 15-Dec-16

Scera Park Opportunity



So Ho (South Holladay) food truck park

Next Steps

- **Code Changes**

- Amend sections 17-4-6 and 22-14-20(D) of the City Code: These sections clarify the requirement of preliminary plats and site plans to adhere to City master plans.
- Enact sections 17-4-8 and 22-14-20(S) of the City Code: These sections provide for “corridor preservation” on preliminary plats and site plans.

