CITY OF OREM
PLANNING COMMISSION MEETING
56 North State Street, Orem, Utah
June 26, 2019

This meeting may be held electronically
to allow a Commission member to participate.

3:30 PM PRE-MEETING – AGENDA REVIEW, CITY COUNCIL CONFERENCE ROOM, 56 NORTH STATE STREET, OREM, UT

4:30 PM REGULAR SESSION – CITY COUNCIL CHAMBERS

1. CALL TO ORDER

2. INVOCATION BY INVITATION

3. 4:30 PM SCHEDULED ITEMS

3.1. PUBLIC HEARING – Plat amendment of TPRE, L.C. Commercial plat and site plan approval for Evelyn Orem Creative Park located at 1340 West 760 North in the M2 Zone.

The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission approve the plat amendment of TPRE, L.C. Commercial plat and site plan for Evelyn Orem Creative Park located at 1340 West 760 North in the M2 Zone.
Presenter:Grant Allen
3.1_SR.G_Evelyn Orem Plat Amendment & Site Plan_2019.06.26.docx
Map_Evelyn Orem Plat Amendment & Site Plan_2019.06.pdf
Vicinity Map.pdf
Plat Amendment_Evelyn Orem Creative Park_2019.06.26.pdf
Site Plan_Evelyn Orem Creative Park_2019.06.26.pdf
Landscape Plan_Evelyn Orem Creative Park_2019.06.26.pdf
Elevations_existing_Evelyn Orem Creative Park_2019.06.26.pdf
Elevations_Evelyn Orem Creative Park_2019.06.26.pdf
Elevations2_Evelyn Orem Creative Park_2019.06.26.pdf

3.2. SITE PLAN - Site Plan approval of University Place Office, Parking Structure and Anchor located generally at 500 East Park Avenue in the PD34 zone.
The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission approve the site plan of University Place Office, Parking Structure and Anchor located generally at 500 East Park Avenue in the PD34 zone.
Presenter:Grant Allen
3.2_SR.G_UPlace_Office__Parking__Anchor_Site_Plan_2019.06.26 (4).docx
Map_UPlace Office, Parking, Anchor Site Plan_2019.06.26.pdf

Vicinity Map.pdf
Site Plan_Office-ParkingStruct-Anchor_2019.06.26.pdf
Site Plan_Details_2019.06.26.pdf
Landscape Plan_Office-ParkingStruct-Anchor Site Plan_2019.06.26.pdf
Landscape Plan2_Office-ParkingStruct-Anchor Site Plan_2019.06.26.pdf
Elevations_Office-ParkingStruct-Anchor Site Plan_2019.06.26.pdf

3.3. PUBLIC HEARING - The Development Services Department requests the Planning Commission forward a positive recommendation to City Council to adopt the Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan in Appendix "Z" of the Orem General Plan.

The Development Services Department requests the Planning Commission forward a positive recommendation to City Council to adopt the Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan in Appendix "Z" of the Orem General Plan.

Presenter:Emily Guffin

SR.E_SLOSH_20190626_PC (1).docx
SL_Plan.pdf
OSH_Plan.pdf
PublicProcess.docx

3.4. PRELIMINARY PLAT - ITEM TO BE CONTINUED TO JULY 10, 2019 - Preliminary plat approval of Victoria Park Plat F located at 660 East 700 North in the R8 zone.

ITEM TO BE CONTINUED TO JULY 10, 2019 PLANNING COMMISSION MEETING, per applicant's request.

Presenter:Grant Allen

4. MINUTES REVIEW AND APPROVAL

4.1. June 5, 2019 Planning Commission Minutes

Review and Approve

2019-06-05.pcmin-DRAFT.docx

5. ADJOURN

Next meeting scheduled for Wednesday, July 10, 2019

ACCESS TO THE MEETING IS THROUGH THE NORTH (NEAR LIBRARY) DOORS ONLY

THE PUBLIC IS INVITED TO PARTICIPATE IN ALL PLANNING COMMISSION MEETINGS.
If you need a special accommodation to participate in the Planning Commission Meetings and Study Sessions, please call the Development Services Office at least 3 working days prior to the meeting.
(Voice 801-229-7183)

This agenda is also available on the City's webpage at orem.org

Item #: 3.1	**Planning Commission** June 26, 2019	OREM
Prepared By: Grant Allen		
Applicant: Eric Budge	**PUBLIC HEARING** – Plat amendment of TPRE, L.C. Commercial plat and site plan approval for Evelyn Orem Creative Park located at 1340 West 760 North in the M2 Zone.	

NOTICES:

- Posted in 2 public places
- Posted on City webpage and City hotline
- Faxed to newspapers
- E-mailed to newspapers
- Posted at utah.gov/pmn
- Noticed 52 property owners within 500ft of the property.

SITE INFORMATION:

- General Plan Designation: **Light Industrial**
- Current Zone: **M2**
- Acreage: **1.62**
- Neighborhood: **Geneva Heights**

ACTION:
The Planning Commission is the final approving authority regarding this request.

REQUEST: The applicant requests the Planning Commission approve amending the TPRE, L.C. Commercial plat and site plan for Evelyn Orem Creative park located at 1340 West 760 North in the M2 Zone.

BACKGROUND: The applicant is seeking to develop this site with two office warehouse structures containing a total of 19,400 square feet of warehouse space and 4,430 square feet of office space.

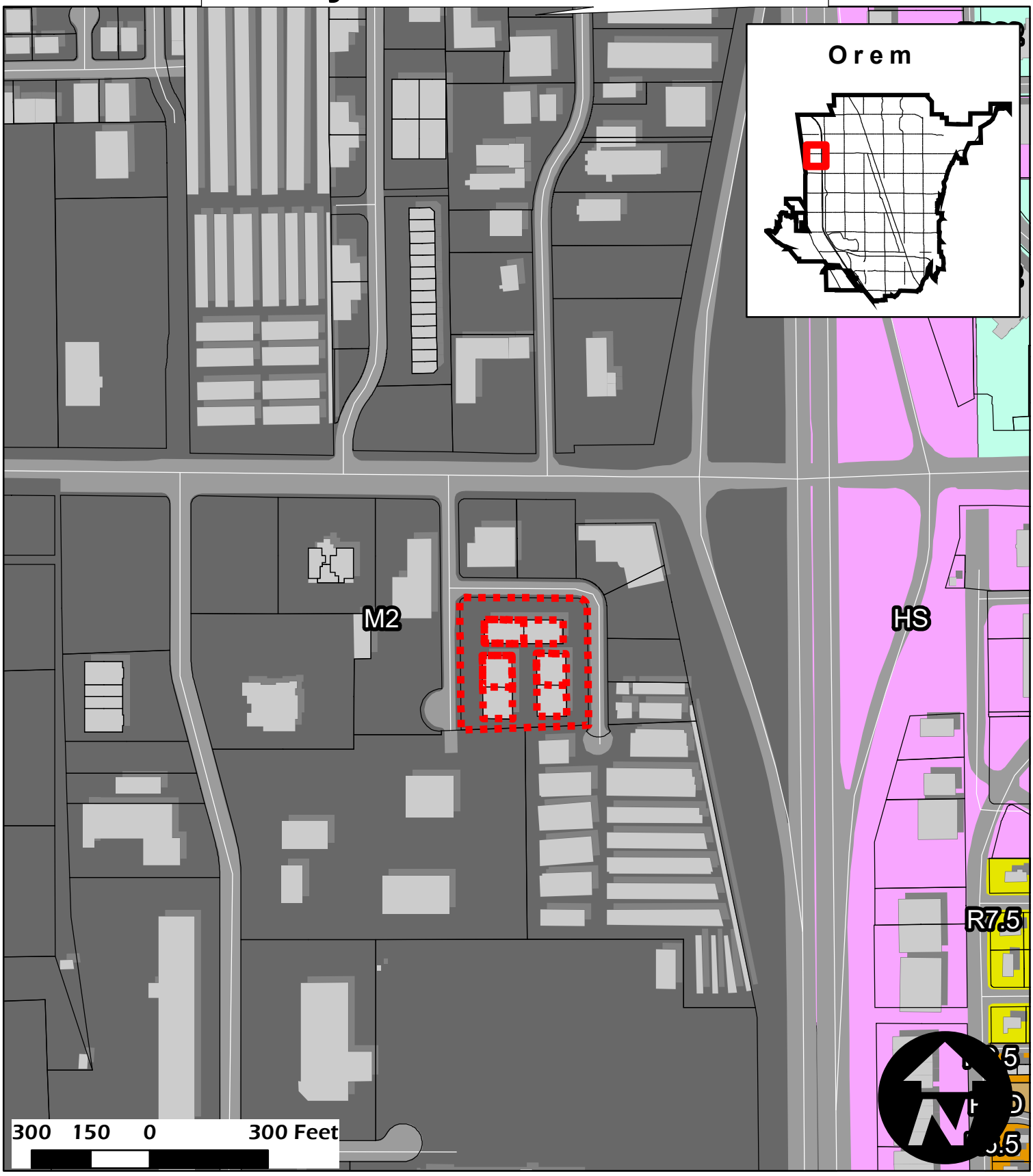
The applicant is amending the plat to change the Limited Common parking, adjusting for the layout of the proposed structures. Parking in the M2 zone requires 1 stall per 750 square feet of warehouse space and 1 stall per 250 square feet of office space. The parking provided for the new structures is 51 stalls, surpassing the minimum required 45 stalls.

Both structure heights are within height requirement of the ordinance at 23 feet and 36 feet. The proposed elevations consist of concrete block walls that will match the nearby existing building to the north. The proposed landscaping and overall plan comply with the requirements of the M2 zone.

RECOMMENDATION: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission approve the plat amendment of TPRE, L.C. Commercial plat and site plan for Evelyn Orem Creative Park located at 1340 West 760 North in the M2 Zone.



Evelyn Orem Creative Park



Evelyn Orem Creative Park
M2 Zone
1.62 Acres

NEIGHBORHOOD
Geneva Heights

Legend
Parcels selection
Parcels
Buildings



CURVE TABLE					
#	DELTA	RADIUS	LENGTH	CHORD	BEARING
C1	91°04'05"	15.00	23.84	21.41	N44°50'26"E
C2	88°55'06"	25.00	38.80	35.02	S45°09'53"E

TWENTY-FIVE PROPERTIES LLC #42:022:0002

UTAH NATIONAL PARKS COUNCIL #42:022:0003

UTAH NATIONAL PARKS COUNCIL #42:022:0004

760 NORTH

S89°36'56"E - 284.14'

STATE OF UTAH #35:416:0001

NEW 10' P.U.E. TYP.

20' STORM DRAIN ACCESS EASEMENT

S89°07'16"E 282.69'

S40°01'43"E 7.55'

N89°07'16"W - 264.45'

S33°25'34"W 6.00'

S00°52'44"W 20.00'

S89°36'56"E - 200.04'

1353 W.

1349 W.

UNIT 1

UNIT 2

N00°42'12"W 60.01'

S00°42'12"E 60.01'

N89°36'56"W - 200.04'

20' STORM DRAIN ACCESS EASEMENT

NEW 10' P.U.E. TYP.

N89°17'48"E 20.00'

N11°13'02"E 32.83'

N11°10'14"W 25.90'

S89°17'48"E - 76.00'

S89°18'20"E - 76.00'

UNIT 3

UNIT 4

UNIT 5

UNIT 6

UNIT 7

UNIT 8

734 N.

720 N.

N00°41'40"W - 160.33'

S00°41'40"E - 160.00'

N00°42'12"W - 191.79'

S00°42'12"E - 191.28'

S00°42'12"E - 160.33'

N00°42'12"W - 160.00'

N00°42'12"W - 133.85'

S00°42'12"E - 153.35'

N89°17'48"W - 76.00'

N87°50'38"E - 109.00'

N87°50'38"E - 105.56'

S87°50'38"W - 260.56'

S87°50'38"W - 324.00'

S68°24'55"E 59.18'

S63°09'38"W 61.38'

28.19'

35.18'

EAST 1340.58'

P.O.B.

EXISTING 15' WATERLINE EASEMENT & P.U.E.

EXISTING 8' P.U.E.

20' STORM DRAIN ACCESS EASEMENT

1370 WEST

S00°47'56"E - 612.36'

N00°42'12"W - 321.47'

1340 WEST

S00°42'12"E - 297.86'

WEST QUARTER CORNER SECTION 9, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN

8 9 A

BASIS OF BEARING: S00°47'56"E (ALONG SECTION LINE)

8 9 17 16

SOUTHWEST CORNER SECTION 9, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN

UTAH DEPARTMENT OF TRANSPORTATION #35:478:0002

UTAH NATIONAL PARKS COUNCIL #42:022:0005

UTAH NATIONAL PARKS COUNCIL #42:022:0006

BOYDEAN FRAZIER #42:022:0007

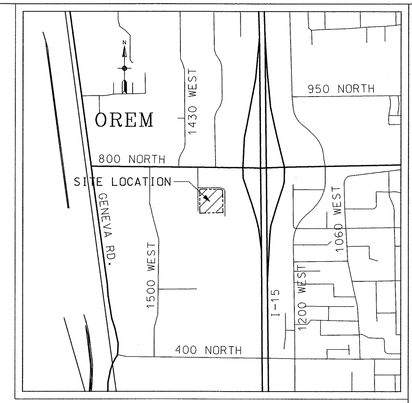
BOYDEAN FRAZIER #35:170:0001

LEGEND

- FOUND BRASS CAP
- SET 5/8" REBAR AND CAP
- PROPERTY BOUNDARY
- SECTION LINE
- PRIVATE AREA
- COMMON AREA (UTILITY EASEMENT)
- LIMITED COMMON ACCESS WAY
- LIMITED COMMON PARKING SPACES
- COMMON PARKING SPACES
- 102 TOTAL PARKING STALLS

STATE PLANE COORDINATE TABLE			
LTR	NORTHING	EASTING	DESCRIPTION
A	720698.08	1934960.46	W1/4 COR SEC 9, T6S, R2E
B	720085.95	1936309.18	BOUNDARY A.P.
C	720407.31	1936305.24	BOUNDARY A.P.
D	720422.49	1936320.33	BOUNDARY A.P.
E	720420.58	1937157.77	BOUNDARY A.P.
F	720395.90	1936629.21	BOUNDARY A.P.
G	720098.14	1936632.87	BOUNDARY A.P.
GRID FACTOR = 0.999714331			

MW BROWN ENGINEERING, INC
Office: (801) 377-1790 Fax: (801) 377-1789
578 East 770 North, Orem UT 84097



VICINITY MAP

N

SCALE (FEET)
0 30 60 90 120

NOTE:

ALL AREAS NOT COVERED BY BUILDINGS SHALL BE A PUBLIC UTILITY EASEMENT

PLANNING COMMISSION APPROVAL

APPROVED THIS _____ DAY OF _____, A.D. 20____, BY THE _____ PLANNING COMMISSION

DIRECTOR-SECRETARY — CHAIRMAN, PLANNING COMMISSION

ACCEPTANCE BY THE CITY OF OREM

THE CITY OF OREM, COUNTY OF UTAH, APPROVES THIS PROJECT AND HEREBY ACCEPTS THE DECLARATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PURPETUAL USE OF THE PUBLIC THIS _____ DAY OF _____ A.D., 20____

APPROVED _____ CITY ENGINEER (SEE SEAL)

ATTEST _____ CITY RECORDER (SEE SEAL)

CONDITIONS OF APPROVAL

OCCUPANCY RESTRICTION NOTICE

THE CITY OF OREM HAS AN ORDINANCE WHICH RESTRICTS THE OCCUPANCY OF BUILDINGS WITHIN THIS SUBDIVISION. ACCORDING, IT IS UNLAWFUL TO OCCUPY ANY BUILDING LOCATED WITHIN THIS SUBDIVISION WITHOUT FIRST HAVING OBTAINED A CERTIFICATE OF OCCUPANCE ISSUED BY THE CITY.

APPROVAL AS TO FORM

CITY ATTORNEY — DATE

SURVEYOR'S CERTIFICATE

I, BARRY ANDREASON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 166572 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY: THAT AT THE REQUEST OF THE OWNER OF BELOW DESCRIBED LAND; THAT THE BOUNDARY DESCRIPTION BELOW CORRECTLY DESCRIBES THE LAND SURFACE UPON WHICH WILL BE CONSTRUCTED EAGLE BUSINESS CENTER, A CONDOMINIUM PROJECT; THAT THE RECORD OF SURVEY MAP FOR SAID CONDOMINIUM PROJECT, (CONSISTING OF 2 SHEETS), IS ACCURATE AND COMPLIES WITH THE PROVISIONS OF SECTION 57-8-13(1) OF THE UTAH CONDOMINIUM OWNERSHIP ACT; AND THAT THE REFERENCE MARKERS SHOWN ON SAID MAP ARE LOCATED AS SHOWN AND ARE SUFFICIENT TO READILY RETRACE OR REESTABLISH THIS SURVEY.

BOUNDARY DESCRIPTION

BEGINNING AT A POINT WHICH IS SOUTH 00°47'56" EAST ALONG THE SECTION LINE 612.36 FEET AND EAST 1340.58 FEET FROM THE WEST QUARTER CORNER OF SECTION 9, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 00°42'12" WEST 321.47 FEET TO A POINT OF CURVATURE; THENCE ALONG THE ARC OF A 15.00 FOOT RADIUS CURVE TO THE RIGHT 23.84 FEET THROUGH A CENTRAL ANGLE OF 91°04'05", THE CHORD OF WHICH BEARS NORTH 44°50'26" EAST 21.41 FEET; THENCE SOUTH 89°36'56" EAST 284.14 FEET TO A POINT OF CURVATURE; THENCE ALONG THE ARC OF A 25.00 FOOT RADIUS CURVE TO THE RIGHT 38.80 FEET THROUGH A CENTRAL ANGLE OF 88°55'06", THE CHORD OF WHICH BEARS SOUTH 45°09'53" EAST 35.02 FEET; THENCE SOUTH 00°42'12" EAST 297.86 FEET; THENCE SOUTH 87°50'38" WEST 324.00 FEET TO THE POINT OF BEGINNING.

AREA = 2.447 ACRES (106,569.81 SQ. FT.)

JUNE 3, 2019
DATE

BARRY ANDREASON (SEE SEAL BELOW)

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT WE THE UNDERSIGNED OWNERS OF THE TRACT OF LAND DESCRIBED HEREON AS TPRE, L.C. COMMERCIAL, A CONDOMINIUM PROJECT LOCATED ON SAID TRACT OF LAND, HAVE CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY MAP TO BE PREPARED, DO HEREBY GIVE OUR CONSENT TO THE RECORDATION OF THIS RECORD OF SURVEY MAP AND SUBMIT THIS PROPERTY TO THE UTAH CONDOMINIUM OWNERSHIP ACT.

UTILITY DEDICATION

TPRE, L.C., OWNERS OF THE PARCEL OF LAND WHICH IS SHOWN UPON THE PLAT OF TPRE, L.C. COMMERCIAL, A UTAH EXPANDABLE CONDOMINIUM PROJECT, DOES CONSENT TO THE PREPARATION AND RECORDATION OF THIS PLAT AND DOES HEREBY OFFER AND CONVEY TO ALL PUBLIC UTILITY AGENCIES AND THEIR SUCCESSORS AND ASSIGNS A PERMANENT EASEMENT AND RIGHT-OF-WAY AS SHOWN BY THE AREAS MARKED COMMON AREA (UTILITY EASEMENT) ON AND WITHIN THIS PLAT FOR CONSTRUCTION AND MAINTENANCE OF SUBTERRANEAN ELECTRICAL, TELEPHONE, NATURAL GAS, SEWER AND WATER LINES APPURTENANCES, TOGETHER WITH THE RIGHT-OF-WAY ACCESS THERETO.

RESERVATION OF COMMON AREA

TPRE, L.C., IN RECORDING THIS PLAT OF TPRE, L.C. COMMERCIAL, A UTAH EXPANDABLE CONDOMINIUM PROJECT, HAS DESIGNATED CERTAIN AREAS OF LAND AS COMMON AREAS, INTENDED FOR THE USE BY THE CONDOMINIUM OWNERS IN TPRE, L.C. COMMERCIAL CONDOMINIUMS, FOR INGRESS, EGRESS, RECREATION, AND OTHER RELATED ACTIVITIES. THE DESIGNATED AREAS ARE NOT DEDICATED HEREBY FOR USE BY THE GENERAL PUBLIC BUT ARE RESERVED FOR THE COMMON USE AND ENJOYMENT OF THE CONDOMINIUM OWNERS IN TPRE, L.C. COMMERCIAL CONDOMINIUMS, AS MORE FULLY PROVIDED IN THE DECLARATION OF CONDOMINIUM OF TPRE, L.C. COMMERCIAL CONDOMINIUMS WHICH SHALL BE RECORDED CONCURRENTLY WITH THIS RECORD OF SURVEY MAP AND WHICH SHALL BE EFFECTIVE UPON SUCH RECORDATION WITH THE UTAH COUNTY RECORDER.

IN WITNESS HEREOF WE HAVE HEREUNTO SET OUR HANDS THIS _____ DAY OF _____, A.D. 20____

ACKNOWLEDGEMENT

STATE OF UTAH } S.S.
COUNTY OF UTAH }

ON THE _____ DAY OF _____, A.D. _____ PERSONALLY APPEARED BEFORE ME THE SIGNERS OF THE FOREGOING DEDICATION WHO DULY ACKNOWLEDGE TO ME THAT THEY DID EXECUTE THE SAME.

MY COMMISSION EXPIRES _____ NOTARY PUBLIC (SEE SEAL BELOW)

SHEET 1 OF 4

AMENDED TPRE, L.C. COMMERCIAL

A UTAH EXPANDABLE CONDOMINIUM PROJECT

OREM CITY, UTAH COUNTY, UTAH

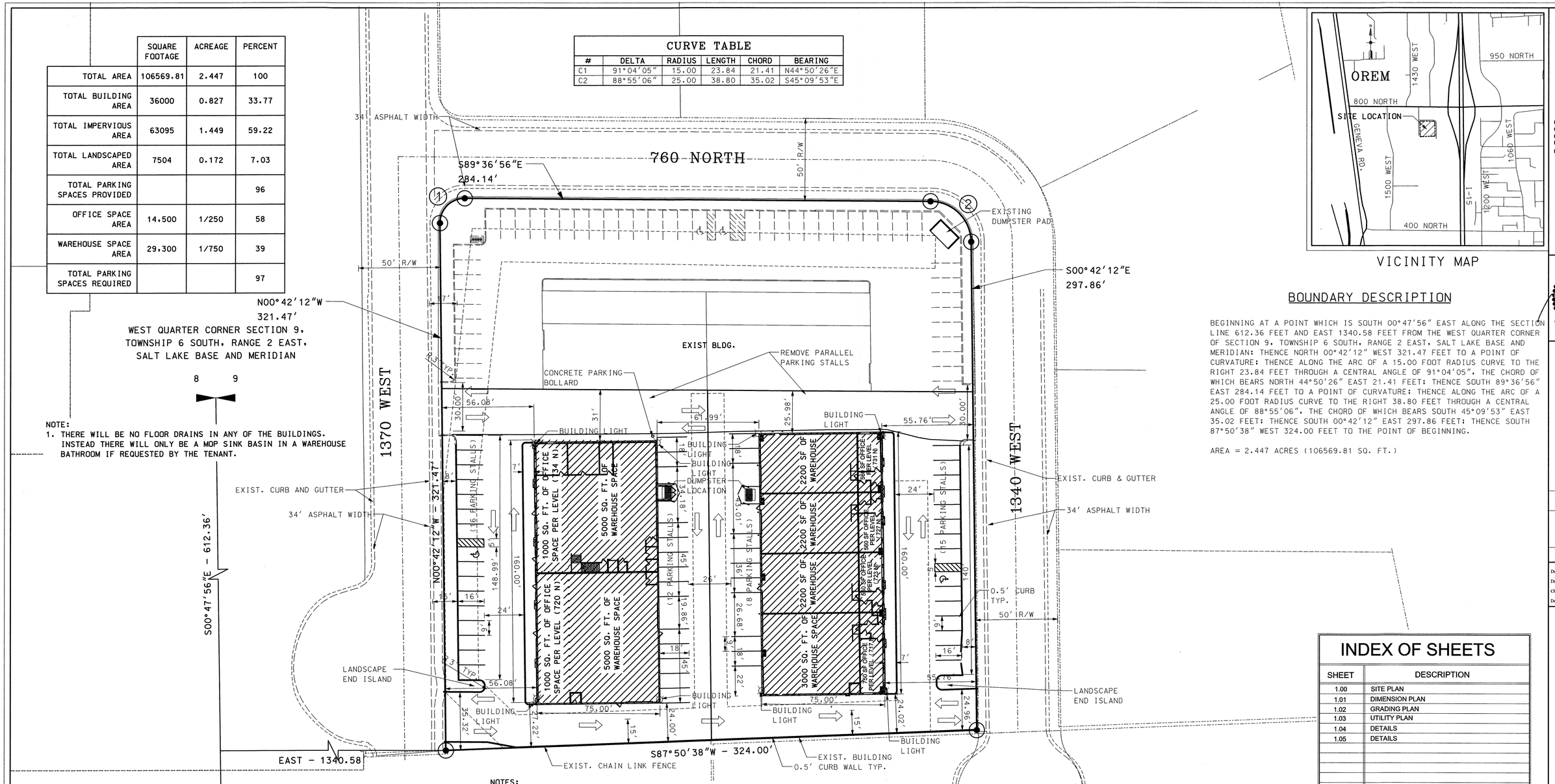
SCALE: 1" = 30 FEET

SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	CITY-COUNTY ENGINEER SEAL	CLERK-RECORDER SEAL
PROFESSIONAL LAND SURVEYOR 6/3/19 NO.166572 BARRY ANDREASON STATE OF UTAH			

	SQUARE FOOTAGE	ACREAGE	PERCENT
TOTAL AREA	106569.81	2.447	100
TOTAL BUILDING AREA	36000	0.827	33.77
TOTAL IMPERVIOUS AREA	63095	1.449	59.22
TOTAL LANDSCAPED AREA	7504	0.172	7.03
TOTAL PARKING SPACES PROVIDED			96
OFFICE SPACE AREA	14,500	1/250	58
WAREHOUSE SPACE AREA	29,300	1/750	39
TOTAL PARKING SPACES REQUIRED			97

NOTE:
1. THERE WILL BE NO FLOOR DRAINS IN ANY OF THE BUILDINGS. INSTEAD THERE WILL ONLY BE A MOP SINK BASIN IN A WAREHOUSE BATHROOM IF REQUESTED BY THE TENANT.

CURVE TABLE					
#	DELTA	RADIUS	LENGTH	CHORD	BEARING
C1	91°04'05"	15.00	23.84	21.41	N44°50'26"E
C2	88°55'06"	25.00	38.80	35.02	S45°09'53"E



BASIS OF BEARING:
S00°47'56"E (ALONG SECTION LINE)

8 9 17 16

SOUTHWEST CORNER SECTION 9, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN

NOTES:
1. THE FIRE PROTECTION ITEMS (FIRE HYDRANTS, WATER MAINS, ACCESS ROADS, ETC.) SHOWN ON THIS SITE PLAN ARE PRELIMINARY ONLY. DETAILED FIRE PROTECTION PLANS SHALL BE SUBMITTED WITH THE BUILDING PLANS. PLAN REVIEWS BY THE CITY OF OREM FIRE PREVENTION BUREAU SHALL BE COMPLETED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. THE PLAN REVIEWS BY THE CITY OF OREM FIRE PREVENTION BUREAU MAY IDENTIFY ADDITIONAL FIRE PROTECTION REQUIREMENTS MANDATED BY THE INTERNATIONAL FIRE CODE. FIRE HYDRANT FOOT VALVES SHALL BE INSTALLED AT THE CONNECTION POINT WITH THE MAIN WATER LINES.
2. ALL LANDSCAPED AREAS SHALL HAVE AN AUTOMATIC, UNDERGROUND SPRINKLING SYSTEM WHICH INCLUDES A BACK-FLOW DEVICE TO THE BUILDING. BACK-FLOW DEVICES SHALL BE INSTALLED AND TESTED IN ACCORDANCE WITH SECTION 21-1-14 OF THE OREM CITY CODE. WATER METER SIZES SHALL BE DETERMINED BY THE CITY OF OREM BUILDING DIVISION AT THE TIME OF BUILDING PERMIT APPROVAL OR WHEN THERE IS A REQUEST TO CHANGE THE WATER METER SIZE. WATER METERS SHALL BE LOCATED AT THE BACK OF SIDEWALK OR CURB IN AN AREA THAT IS ACCESSIBLE FOR READING AND SERVICING. WATER METERS SHALL NOT BE LOCATED WITHIN AREAS ENCLOSED WITH FENCES OF WITHIN TEN FEET (10') OF ANY EXISTING OR PROPOSED STRUCTURE.
3. IF REQUIRED BY CHAPTER 20 OF THE OREM CITY CODE OR BY THE THE APPLICANT'S PERMIT FOR INDUSTRIAL WASTEWATER DISCHARGE, A SAMPLING MANHOLE AND FAT AND OIL SEPARATOR/GREASE TRAP SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF OREM STANDARDS AND SPECIFICATIONS.
4. ALL SIGNAGE SHALL COMPLY WITH THE REQUIREMENTS OF THE OREM CITY CODE.
5. ALL UTILITIES, INCLUDING WATER AND SEWER LATERALS, WATER AND SEWER MAINS, STORM WATER DRAINS, STORM WATER SUMPS, SEWER MANHOLES, WATER VALVES, ETC., WATER LATERALS OR MAINS SHALL NOT BE LOCATED UNDER COVERED PARKING AREAS AND SHALL BE INSTALLED ACCORDING TO CHAPTER 21 OF THE OREM CITY CODE.
6. ALL ROOF DRAINAGE SHALL BE ROUTED THROUGH ON-SITE STORM WATER MANAGEMENT FACILITIES.
7. AT THE TIME OF CONSTRUCTION, THE CITY OF OREM MAY DETERMINE BASED ON PROFESSIONAL EXPERIENCE AND JUDGEMENT AND AT ITS SOLE DISCRETION, THE NEED FOR THE OWNER/DEVELOPER TO PAY FOR, REMOVE, AND REPLACE ANY EXISTING SUBSTANDARD IMPROVEMENTS SUCH AS CURBS, GUTTERS, SIDEWALKS, DRIVE APPROACHES, DRIVEWAYS, DECORATIVE CONCRETE, WHEELCHAIR RAMPS, ETC., OR ANY UNUSED DRIVE APPROACHES.
8. ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF OREM CONSTRUCTION STANDARDS AND SPECIFICATIONS UNLESS THE IMPROVEMENT IS WITHIN THE UDOT RIGHT-OF-WAY, IN WHICH CASE THE CONSTRUCTION SHALL CONFORM TO UDOT CONSTRUCTION STANDARDS AND SPECIFICATIONS.

VICINITY MAP

BOUNDARY DESCRIPTION

BEGINNING AT A POINT WHICH IS SOUTH 00°47'56" EAST ALONG THE SECTION LINE 612.36 FEET AND EAST 1340.58 FEET FROM THE WEST QUARTER CORNER OF SECTION 9, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN: THENCE NORTH 00°42'12" WEST 321.47 FEET TO A POINT OF CURVATURE: THENCE ALONG THE ARC OF A 15.00 FOOT RADIUS CURVE TO THE RIGHT 23.84 FEET THROUGH A CENTRAL ANGLE OF 91°04'05", THE CHORD OF WHICH BEARS NORTH 44°50'26" EAST 21.41 FEET: THENCE SOUTH 89°36'56" EAST 284.14 FEET TO A POINT OF CURVATURE: THENCE ALONG THE ARC OF A 25.00 FOOT RADIUS CURVE TO THE RIGHT 38.80 FEET THROUGH A CENTRAL ANGLE OF 88°55'06", THE CHORD OF WHICH BEARS SOUTH 45°09'53" EAST 35.02 FEET: THENCE SOUTH 00°42'12" EAST 297.86 FEET: THENCE SOUTH 87°50'38" WEST 324.00 FEET TO THE POINT OF BEGINNING.

AREA = 2.447 ACRES (106569.81 SQ. FT.)

INDEX OF SHEETS

SHEET	DESCRIPTION
1.00	SITE PLAN
1.01	DIMENSION PLAN
1.02	GRADING PLAN
1.03	UTILITY PLAN
1.04	DETAILS
1.05	DETAILS

SCALE (FEET)
0 30 60 90 120

DEVELOPER:
ERIC BUDGE
6625 W. 9720 N.
HIGHLAND, UT. 84003

MW BROWN ENGINEERING, INC
Office: (801) 377-1790 Fax: (801) 377-1789
578 East 770 North, Orem UT 84097

REGISTERED PROFESSIONAL ENGINEER
NO. 174774
MATT W. BROWN
STATE OF UTAH

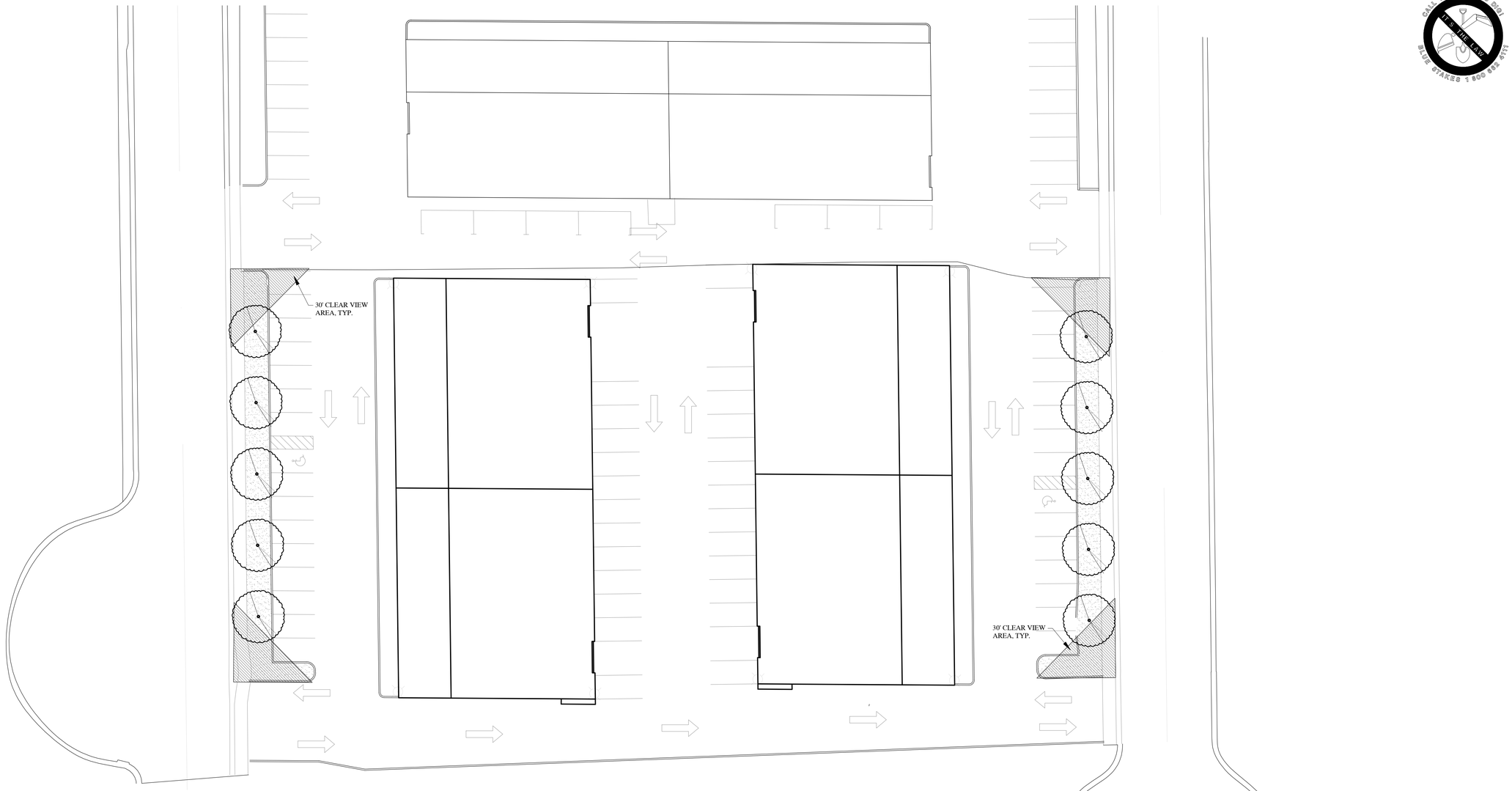
No.	Date	By	REVISIONS Notes

Designed
Drawn O.B.
Checked
Date 3-14-19

Title: EVELYN OREM CREATIVE PARK
Location: OREM, UTAH
Drawing Name: SITE PLAN

PROJECT NO. 2019.007

SHEET NO. 1.00



TREE LEGEND

SYMBOL	BOTANICAL NAME/COMMON NAME	QTY	SIZE
	MALUS 'SPRING SNOW' SPRING SNOW FLOWERING CRABAPPLE	10	2" CAL.

*NOTE: NO TREE TO BE PLANTED WITHIN 3' OF WATER METER.

TURF GRASS

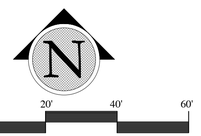
SYMBOL	BOTANICAL NAME/COMMON NAME	QTY	SIZE
	TURF/BLUEGRASS KENTUCKY BLUEGRASS - MIN. 3 VARIETIES.	~2,982 SQ. FT.	SOD ROLLS

LANDSCAPE NOTES

1. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES OF ALL MATERIALS FOR BIDDING AND INSTALLATION PURPOSES. IF DISCREPANCIES EXIST, THE PLAN SHALL DICTATE.
2. PLANT MATERIAL TO BE INSTALLED PER PLANT LEGEND. ANY SUBSTITUTIONS TO BE APPROVED BY OWNER AND/OR LANDSCAPE ARCHITECT.
3. NEW AUTOMATIC UNDERGROUND IRRIGATION SYSTEM TO BE INSTALLED PRIOR TO LANDSCAPE INSTALLATION TO ENSURE PROPER WATERING OF ALL LANDSCAPE AREAS. REFER TO IRRIGATION PLANS FOR SPECIFICS.
4. NEW LAWN AREAS TO BE SODDED WITH 100% KENTUCKY BLUEGRASS (MINIMUM OF 3 DIFFERENT VARIETIES). FINE LEVEL ALL AREAS PRIOR TO LAYING SOD. SEE SOD LAYING NOTES FOR MORE INFORMATION
5. SANDY LOAM TOPSOIL TO BE INSTALLED AT THE FOLLOWING DEPTHS: 4" DEPTH OF TOPSOIL (INCLUDING MIN. 15% HIGH GRADE DECOMPOSED ORGANIC MATERIAL MIXED INTO TOPSOIL PRIOR TO SPREADING) IN ALL NEW LAWN AREAS.
6. PLANTER BEDS TO BE EXCAVATED AS NECESSARY IN ORDER TO ALLOW FOR TOPSOIL, AMENDMENTS AND MULCH. THE FINISHED GRADE OF LAWN AREAS SHALL BE APPROX. 1" BELOW TOP OF LAWN EDGING, SIDEWALK OR OTHER PAVED AREAS. FINISHED GRADE OF PLANTER AREAS SHALL BE APPROX. 1" BELOW TOP OF CURB, SIDEWALK, OR OTHER PAVED AREA.
7. TREES LOCATED IN LAWN AREAS SHALL HAVE A GRASS FREE TREE RING AROUND BASE OF TREE WITH 3" DEPTH OF WOOD MULCH. THE GRASS FREE RING FOR FLOWERING TREES SHALL BE 4' DIAMETER AND UP TO 6' DIAMETER FOR SHADE TREES WHERE APPROPRIATE.
8. IF HIGH WINDS ARE FREQUENT ON SITE, ALL TREES TO BE STAKED AT TIME OF PLANTING. REMOVE STAKING WITHIN FIRST YEAR OR WHEN TREE IS ESTABLISHED.

SOD LAYING NOTES

1. LAY SOD WITHIN 24 HOURS OF BEING LIFTED.
2. LAY SOD IN ROWS WITH JOINTS STAGGERED. BUTT SECTIONS CLOSELY WITHOUT OVERLAPPING OR LEAVING GAPS BETWEEN SECTIONS. CUT OUT IRREGULAR OR THIN SECTIONS WITH A SHARP KNIFE.
3. LAY SOD FLUSH WITH ADJOINING EXISTING SODDED OR PAVED SURFACES.
4. AFTER SODDING HAS BEEN COMPLETED, ROLL HORIZONTAL SURFACE AREAS IN TWO DIRECTIONS PERPENDICULAR TO EACH OTHER WITH A 150 POUND SOD ROLLER. REPAIR AND RE-ROLL AREAS WITH DEPRESSIONS, LUMPS OR OTHER IRREGULARITIES. HEAVY ROLLING TO CORRECT IRREGULARITIES IN GRADE IS NOT PERMITTED.
5. WATER ALL SODDED AREAS IMMEDIATELY AFTER SOD LAYING TO OBTAIN MOISTURE PENETRATION THROUGH SOD INTO TOP 4" OF TOPSOIL.
6. PROVIDE ADEQUATE PROTECTION OF SODDED AREAS AGAINST TRESPASSING, EROSION AND DAMAGE OF ANY KIND. REMOVE THIS PROTECTION AFTER SODDED AREAS HAVE BEEN ACCEPTED BY THE OWNER.
7. REPLACE DAMAGED AREAS AT NO ADDITIONAL COST TO OWNER.



SCALE: 1"=20'-0" ON 24X36 SHEET

CALL BEFORE YOU DIG! IT'S THE LAW! BLUE STAKES 1 800 662 4111

In Site DESIGN GROUP
Landscape Architecture Land Planning
17 North 870 West American Fork, Utah 84003
801.756.5043 www.in-sitedesigngroup.com

CONSULTANTS:

STAMP: LICENSED LANDSCAPE ARCHITECT # 4884514 Cory B. Whiting STATE OF UTAH

PROJECT:
EVELYN CREATIVE PARK
ERIC BUDGE
OREM-UTAH-84057
PRELIMINARY PLAN - NOT FOR CONSTRUCTION

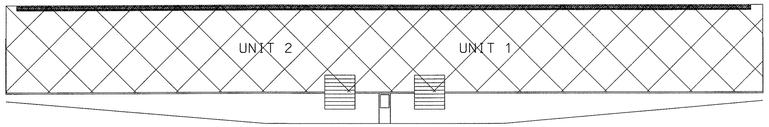
SHEET TITLE: LANDSCAPE PLAN

DRAWN BY: LS
CHECKED: CBW
DATE: 3-15-2019
REVISIONS:
JOB NO. 19-115

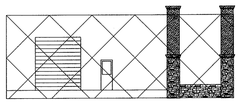
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NOTE:

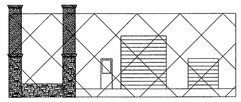
1. MAIN SEPARATION WALL TO BE API PANEL WALL FLAME SPREAD (ASTM E-84) - 25, CLASS 1 RATING.
2. BUILDING WILL BE SPRINKLERED.



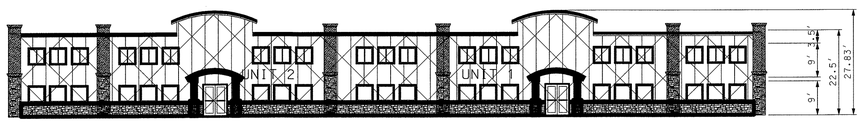
BACK ELEVATION



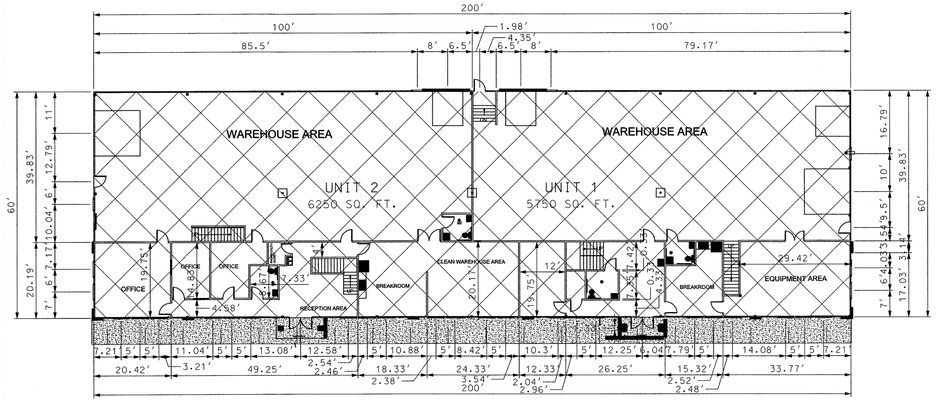
LEFT ELEVATION



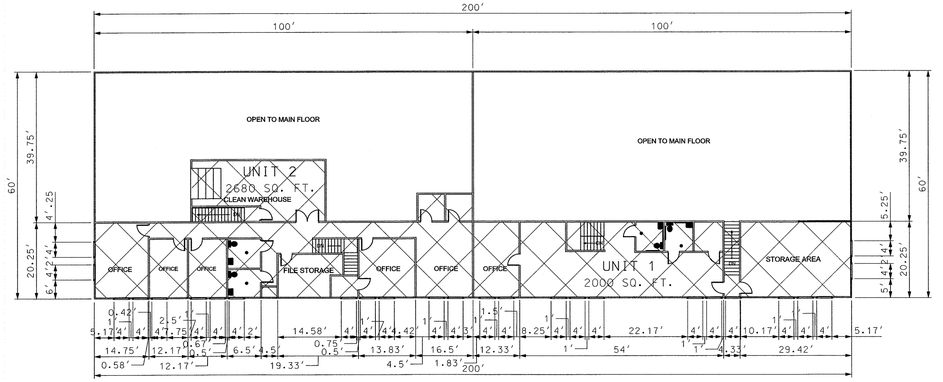
RIGHT ELEVATION



FRONT ELEVATION



MAIN FLOOR PLAN



UPPER FLOOR PLAN

LEGEND

PRIVATE AREA UNIT 1 (7750 SQ. FT.)

PRIVATE AREA UNIT 2 (8930 SQ. FT.)

COMMON AREA (WALLS)

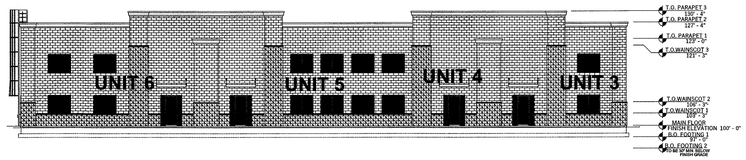
SHEET 2 OF 4

AMENDED
TPRE, L.C. COMMERCIAL

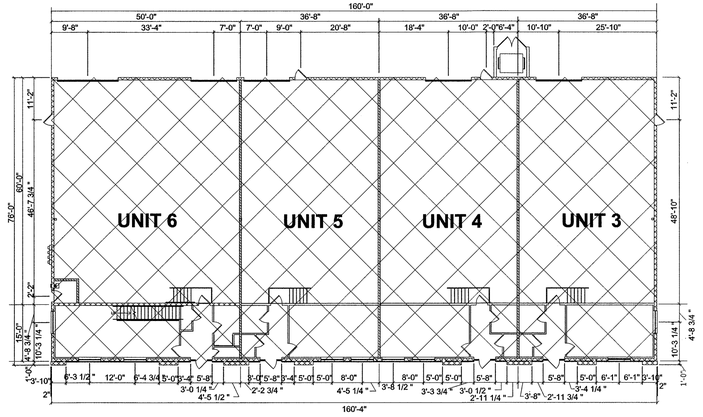
A UTAH EXPANDABLE CONDOMINIUM PROJECT

OREM CITY UTAH COUNTY, UTAH

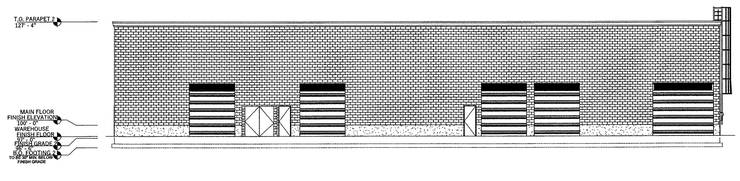
SCALE: 1" = 20 FEET



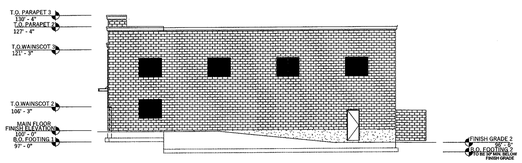
FRONT ELEVATION



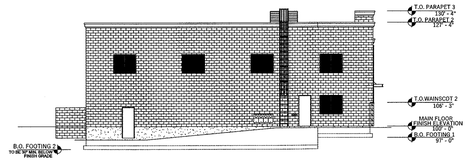
MAIN FLOOR PLAN



BACK ELEVATION



LEFT ELEVATION



RIGHT ELEVATION

LEGEND

PRIVATE AREA

COMMON AREA (WALLS)

SHEET 3 OF 4

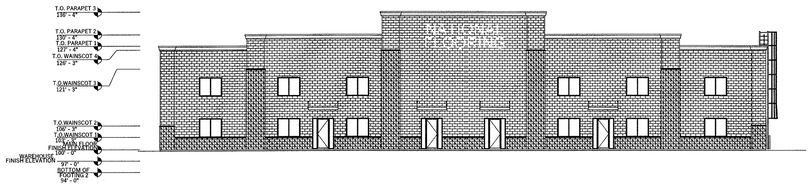
AMENDED

TPRE, L.C. COMMERCIAL

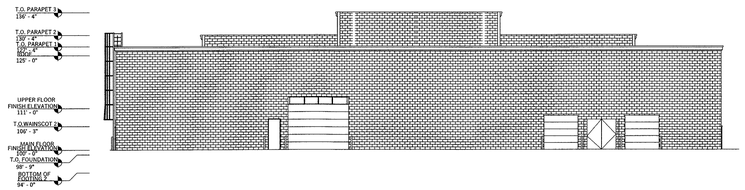
A UTAH EXPANDABLE CONDOMINIUM PROJECT

OREM CITY UTAH COUNTY, UTAH

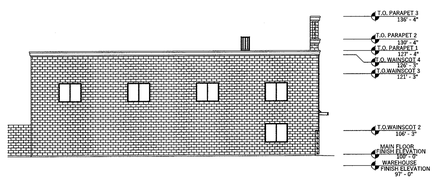
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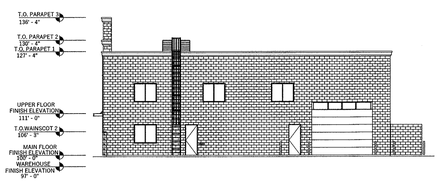
FRONT ELEVATION



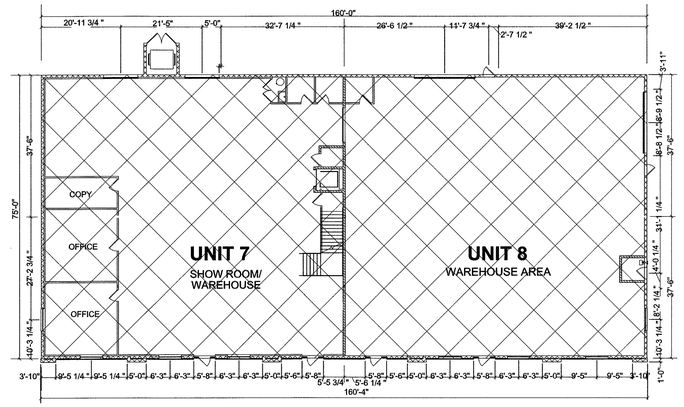
BACK ELEVATION



LEFT ELEVATION



RIGHT ELEVATION



MAIN FLOOR PLAN

LEGEND

PRIVATE AREA

COMMON AREA (WALLS)

SHEET 4 OF 4

AMENDED

TPRE, L.C. COMMERCIAL

A UTAH EXPANDABLE CONDOMINIUM PROJECT

OREM CITY UTAH COUNTY, UTAH

SCALE: 1" = 20 FEET

Item #: 3.2	**Planning Commission** June 26, 2019	OREM
Prepared By: Grant Allen		
Applicant: University Mall, LC	**SITE PLAN** – Site Plan approval of University Place Office, Parking Structure and Retail Anchor located generally at 500 East Park Avenue in the PD34 zone.	

NOTICES:

- Posted in 2 public places
- Posted on City webpage and City hotline
- Faxed to newspapers
- E-mailed to newspapers
- Posted at utah.gov/pmn
- Noticed 268 property owners within 1000ft of the property.

SITE INFORMATION:

- General Plan Designation: **Regional Commercial**
- Current Zone: **PD34**
- Acreage: **7.75**
- Neighborhood: **Hillcrest**

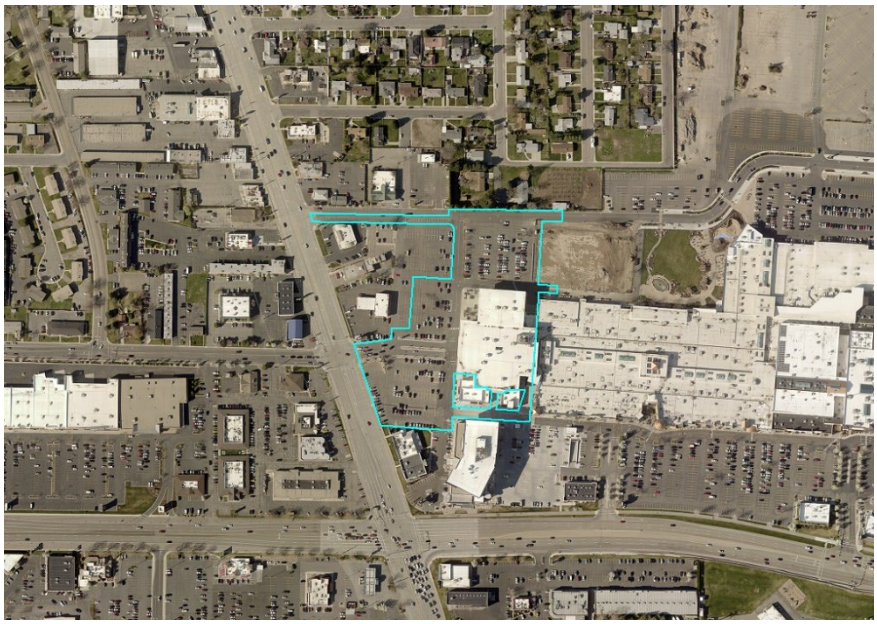
ACTION:
The Planning Commission is the final approving authority regarding this request.

REQUEST: The applicant requests the Planning Commission approve the site plan for UPlace Office, Parking Structure and Retail Anchor located generally at 500 East Park Avenue in the PD34 zone.

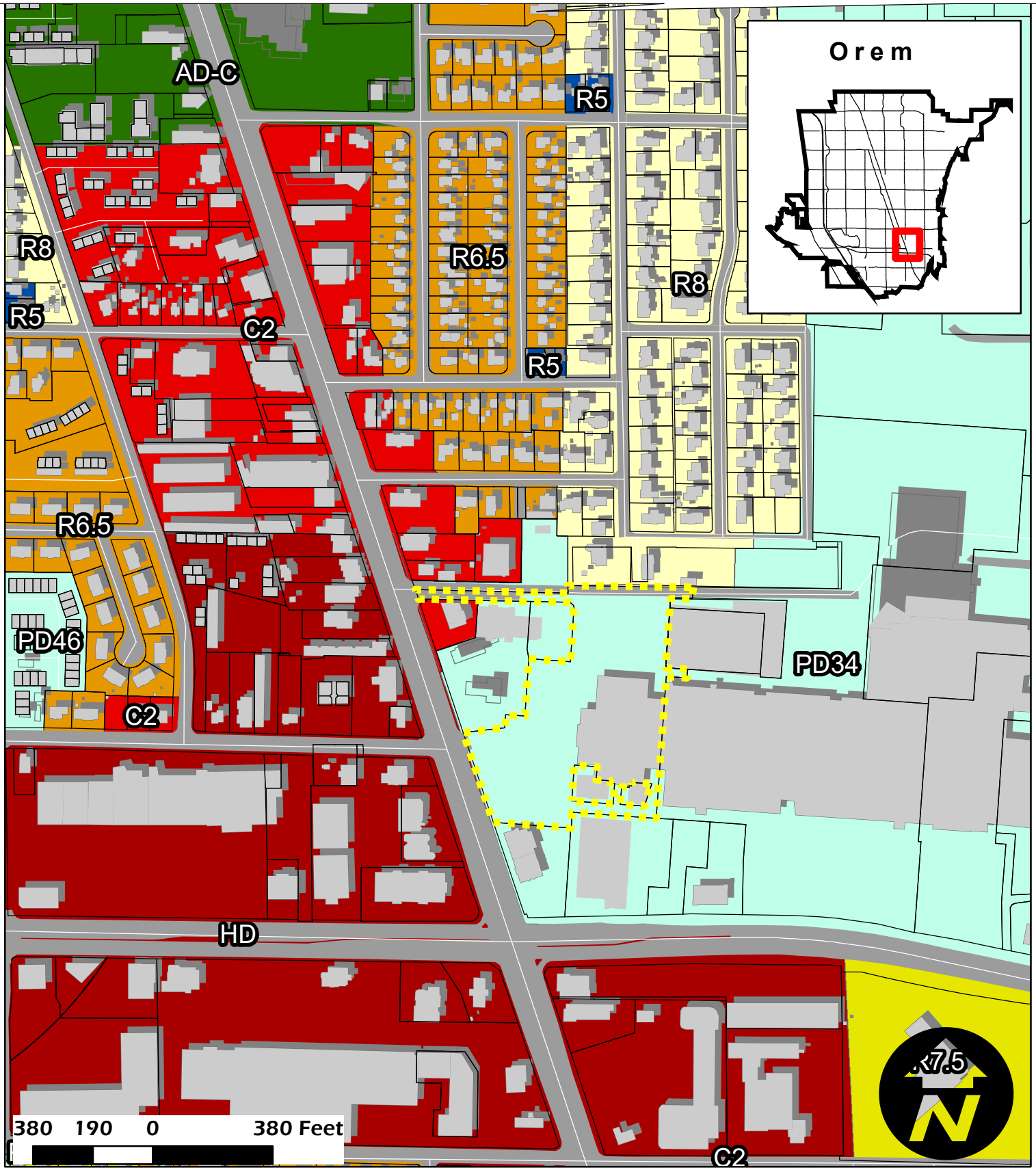
BACKGROUND: The applicant is seeking to build a 5-story parking structure with 273 parking stalls, with a 3-story 70,000 square feet office building on top of the parking structure. They are demolishing an existing anchor (207,537 square feet) and rebuilding a 195,000 square feet anchor.

The parking structure will have an architectural skin on the exterior of the parking structure to ensure a seamless façade for the office structure on top. The parking, landscaping comply with the requirements of the PD34 zone.

RECOMMENDATION: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission approve the site plan of University Place Office, Parking Structure and Retail Anchor located generally at 500 East Park Avenue in the PD34 zone.



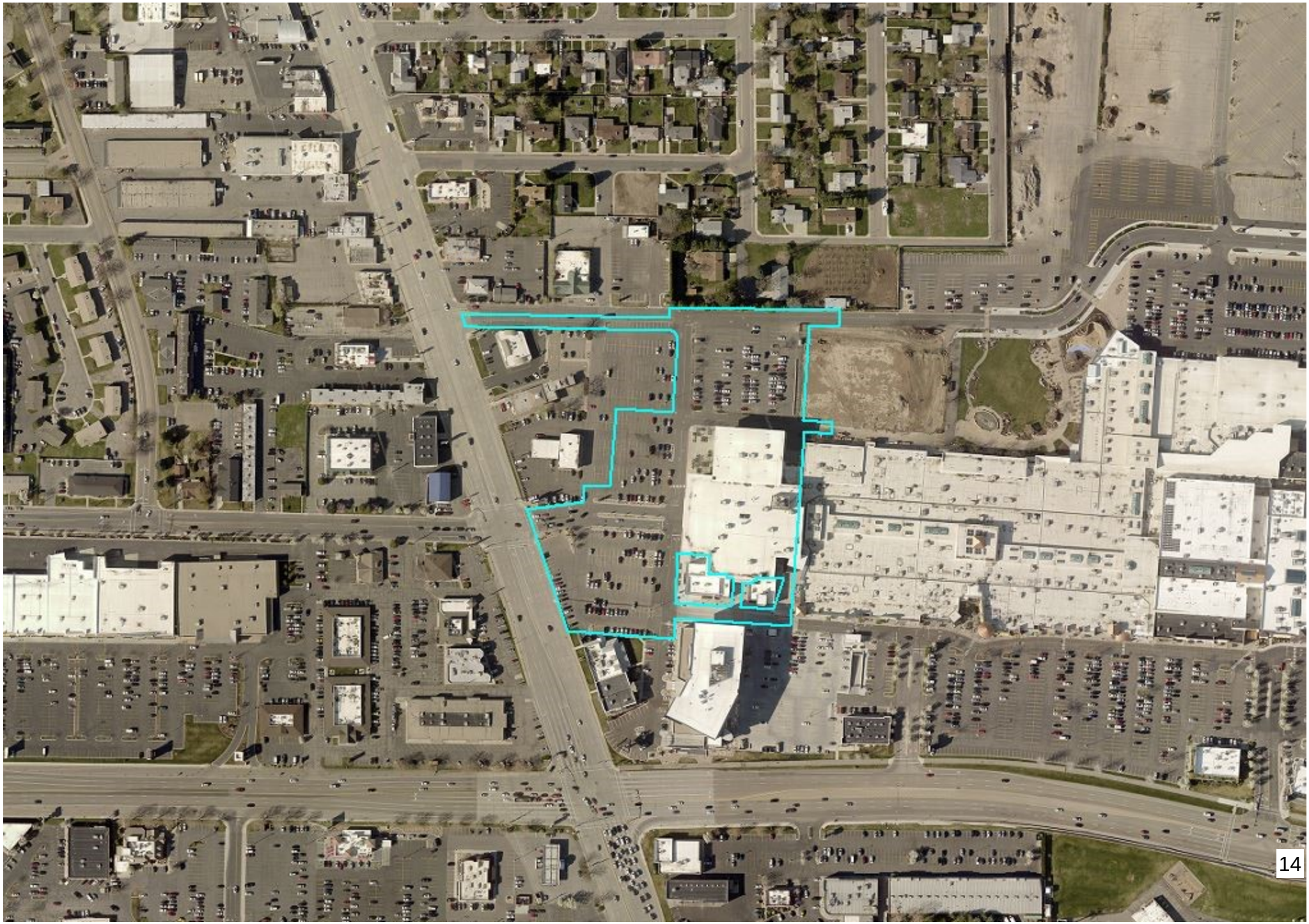
University Place Office, Parking Structure and Anchor

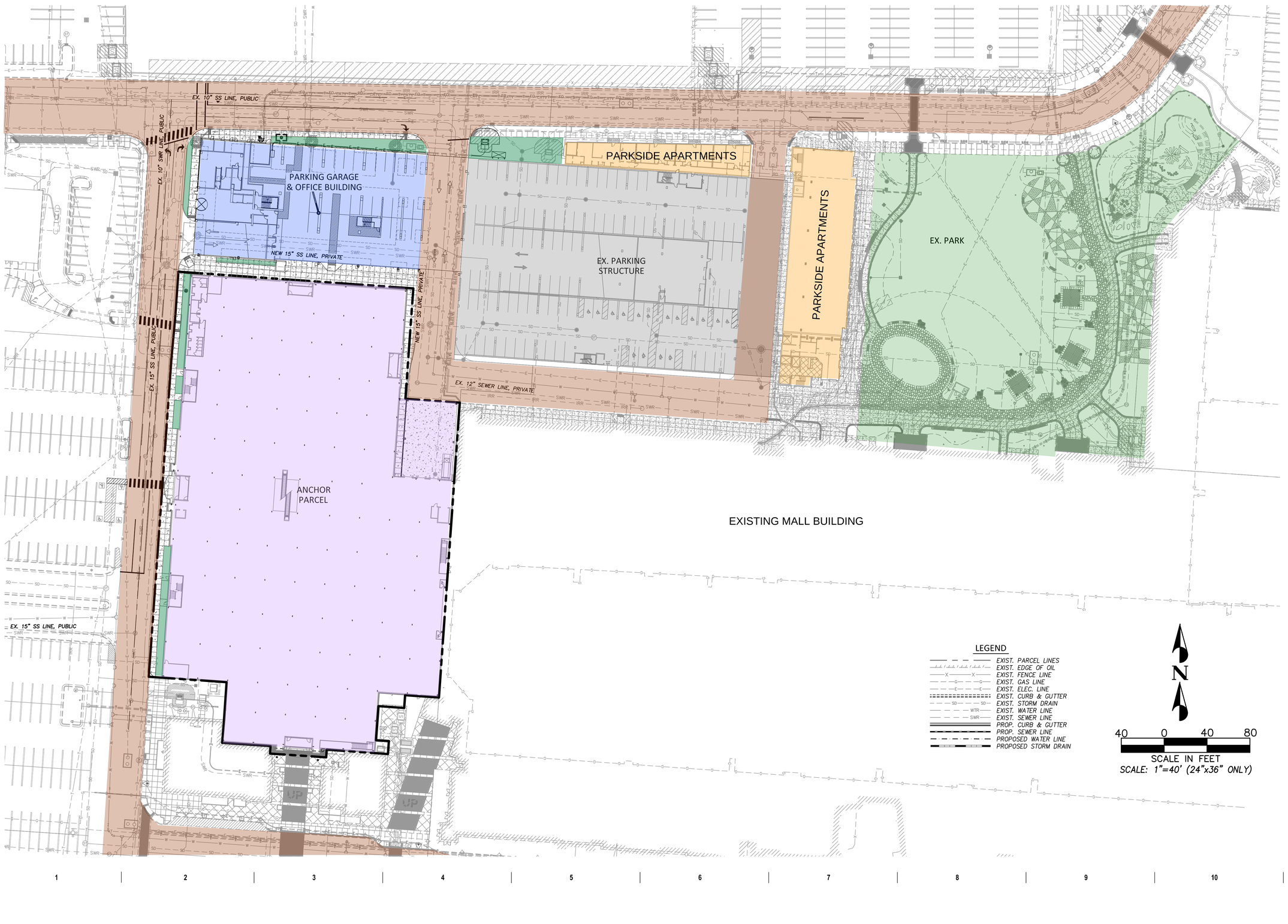


University Place Office,
Parking Structure and Anchor
PD34 Zone
7.75 Acres

NEIGHBORHOOD
Hillcrest

Legend
Parcels selection
Parcels
Buildings





6/19/2019 12:55 PM

PLOTTED BY: JANE WHITE

P:\UNIVERSITY MALL GENERAL - 1040\1005 - DILLARD'S\2XXX - OFFICE-ANCHOR PLANS\C300 OVERALL UTILITY PLAN 1040-2XXX.DWG

WOODBURY CORPORATION
2733 EAST PARLEY'S WAY, SUITE 300
SALT LAKE CITY, UTAH 84109 (801) 485-7770

#	REVISION DESCRIPTION	DATE

MASTER UTILITY PLAN - PHASE 2
PARKING STRUCTURE, OFFICE & ANCHOR

500 E. PARK AVE. & 543 E. UNIVERSITY PARKWAY
OREM, UTAH 84097

UTILITY PLAN

PROJECT #:	1040-2XXX
DATE:	2/19/2019
DRAWN BY:	J.W.
SCALE:	1"=40'

C300

UNIVERSITY PLACE MALL
PARKING STRUCTURE, OFFICE & ANCHOR

LOCATED IN THE NORTHEAST QUARTER OF SECTION 26,
TOWNSHIP 6 SOUTH, RANGE 2 EAST, SALT LAKE BASE & MERIDIAN;
CITY OF OREM, COUNTY OF UTAH,
STATE OF UTAH

GENERAL CONSTRUCTION NOTES:

SPECIFICATIONS: ALL WORK SHALL BE DONE IN ACCORDANCE WITH OREM CITY DESIGN AND CONSTRUCTION STANDARDS. FOR AREAS NOT COVERED BY PUBLISHED PROJECT SPECIFICATIONS OR THE OREM CITY STANDARDS AND SPECIFICATIONS, CONSTRUCTION MUST COMPLY WITH A.P.W.A. STANDARDS AND SPECIFICATIONS. THE WORK SHALL ALSO COMPLY WITH THE PROJECT PLANS, PROJECT SPECIFICATIONS, AND PROJECT GEOTECHNICAL ENGINEERING REPORT, WHICHEVER IS THE MOST STRINGENT.

ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE OWNER AND OREM CITY DIVISION. THE OWNER AND THE CITY RESERVE THE RIGHT TO ACCEPT OR REJECT ANY SUCH MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO ITS STANDARDS AND SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY OREM CITY ENGINEERING DIVISION INSPECTION SECTION, A MINIMUM OF 48 HOURS AND A MAXIMUM OF 96 HOURS PRIOR TO STARTING CONSTRUCTION.

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON THE RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL UTILITIES WHETHER SHOWN OR NOT SHOWN ON THE PLANS. THIS UTILITY WORK SHALL BE INCLUDED AS PART OF BASIC BID, FIELD RESEARCH SHALL BE DONE PRIOR TO COMPLETING A BID.

EXISTING WATER, SANITARY, AND STORM SEWER LINES ARE SHOWN BASED ON BEST AVAILABLE INFORMATION. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY PERTINENT LOCATIONS AND ELEVATIONS SPECIFICALLY AT CONNECTION POINTS AND AT POTENTIAL POINTS OF CONFLICT.

CONTRACTOR SHALL BE RESPONSIBLE FOR:

1. OBTAINING ALL PERMITS AND LICENSES.
2. CONTRACTOR SHALL COORDINATE TRAFFIC REROUTING REQUIRED BY THE WORK WITH MALL MANAGEMENT.
3. COORDINATING WITH ALL UTILITY COMPANIES INVOLVED WITH REGARD TO RELOCATION'S OR ADJUSTMENTS OF EXISTING UTILITIES DURING CONSTRUCTION TO ASSURE THAT THE WORK IS ACCOMPLISHED IN A TIMELY FASHION AND WITH NO DISRUPTION OF SERVICE.
4. ALL PROJECT SAFETY INCLUDING BUT NOT LIMITED TO, TRENCH EXCAVATION AND SHORING, TRAFFIC CONTROL, AND SECURITY.
5. OBTAINING TEMPORARY POWER AND WATER TO THE SITE.
6. PAYING ALL FEES EXCLUDING CONNECTION FEES AND SYSTEM DEVELOPMENT FEES.
7. OBTAINING NECESSARY PERMISSION FROM OREM CITY AND UDOT (IF NEEDED) FOR ALL WORK IN AND ADJACENT TO THE PUBLIC RIGHT OF WAY.
8. SETTING ALL MANHOLE COVERS, INLET GRATES, WATER VALVES, CLEAN OUTS, FIRE HYDRANTS AND OTHER ACCESS COVERS TO FINISHED PAVEMENT SURFACE OR FINISHED GRADE.
9. RECORDING AS–BUILT INFORMATION ON A SET OF RECORD DRAWINGS KEPT ON THE CONSTRUCTION SITE AND SUBMITTED TO OWNER FOLLOWING CONSTRUCTION.
10. REFER TO AND MEET THE REQUIREMENTS OF THE GEOTECHNICAL REPORT
11. KEEPING ADJACENT STREETS FREE AND CLEAN OF ALL DEBRIS AND DIRT FROM THE JOB SITE. CONTRACTOR MUST SWEEP STREETS AS NEEDED AND UPON OWNER / CITY REQUEST.
12. REFER TO ARCHITECTURAL PLANS FOR THE EXACT LOCATION, AND DIMENSIONS OF BUILDING EXITS, RAMPS, TRUCK DOORS, AND UTILITIES ENTRANCE LOCATIONS.
13. VERIFYING ELEVATION AND HORIZONTAL LOCATION OF ALL UTILITY POINTS OF CONNECTION PRIOR TO ANY UTILITY INSTALLATION.
14. OBTAINING U.P.D.E.S. PERMITS AND MONITORING ALL OF THE STORM WATER POLLUTION PREVENTION DEVICES.
15. STEEL PLATING OVER THOSE PORTIONS OF THE CONSTRUCTION TRENCHES REQUIRED TO MAINTAIN FUNCTIONAL TRUCK ACCESS TO THE MACY'S TRUCK DOCK, AND PEDESTRIAN ACCESS TO THE MACY'S WEST ENTRANCE, MACY'S NORTH ENTRANCE, THE NORTH MALL ENTRANCE, AND ENTRANCES TO H&M AND FOREVER XXI DURING MALL OPERATING HOURS.

CONTRACTOR SHALL INSTALL A CONSTRUCTION BARRIER AROUND & ALONG ENTIRE CONSTRUCTION LIMIT LINE & SHALL DESIGNATE ONE CONSTRUCTION ENTRANCE. PROVIDE ADDITIONAL BARRIERS & CONES TO ENSURE SAFETY NEAR & AROUND ALL CUTS, TRENCHES, HOLES & PITS.

ENSURE PROPER SIGNS INFORM VEHICULAR & PEDESTRIAN TRAFFIC OF DETOURS & HAZARDS.9. EXISTING STRUCTURES AND DEBRIS WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY.

EXISTING STRUCTURES AND DEBRIS WITH CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY.

CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATION'S, INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, LANDSCAPE MATERIALS & IRRIGATION COMPONENTS ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES SPECIFICATIONS AND SHALL BE APPROVED BY SUCH.

ALL EXISTING LANDSCAPE DAMAGED DURING DEMOLITION SHALL BE PROMPTLY REPAIRED OR REPLACED. CONTRACTOR SHALL MANUALLY WATER ALL AREAS WHERE EXISTING IRRIGATION IS NOT FUNCTIONAL.

IF DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED WHICH INDICATE AN UNIDENTIFIED SITUATION IS PRESENT, THE CONTRACTOR SHALL CONTACT THE OWNER AND ENGINEER IMMEDIATELY.

DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN CONTACT THE ENGINEER FOR CLARIFICATION.

IN GENERAL, THE LIMITS OF CONSTRUCTION INCLUDE ALL FACILITIES SHOWN AS PROPOSED ON THE BUILDING AND SITE PLANS. IN ADDITION, ALL ADJACENT PUBLIC IMPROVEMENTS AND PRIVATE IMPROVEMENTS MUST BE REPAIRED, RESTORED, OR COMPLETED TO A FINAL CONDITION. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING PRIOR TO BID ANY ITEMS ON THE SITE, AND CONNECTING PARCELS, THAT WILL REQUIRE REPAIR, REMOVAL, RESTORATION, OR WORK OF ANY KIND TO COMPLETE THE PROPOSED CONSTRUCTION. THESE ITEMS SHALL BE INCLUDED IN THE CONTRACTOR'S BASIC BID.

SEE CONSTRUCTION DOCUMENTS & CONSULT DESIGN ENGINEER FOR THE EXACT LOCATIONS OF ALL PROPOSED SAW CUTS REQ'D. SOME FIELD ADJUSTMENTS MAY BE REQUIRED TO ENSURE PROPER DRAINAGE AT ASPHALT JUNCTIONS.

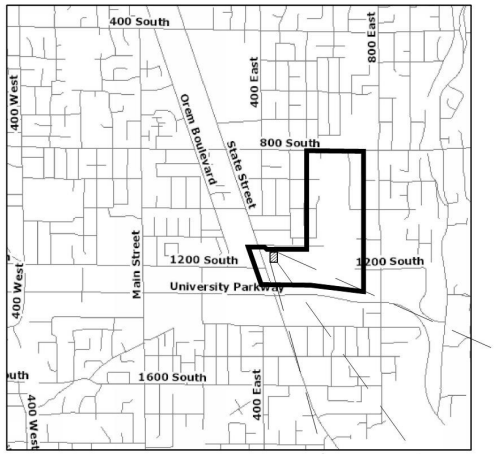
ALL UTILITY INTERRUPTIONS REQUIRED TO MAKE CONNECTIONS MUST OCCUR AFTER MALL HOURS OR ON SUNDAY. MALL MANAGEMENT SHALL BE GIVEN 48 HOURS NOTICE OF ANY SHUT DOWN TO GIVE THEM TIME TO NOTIFY AFFECTED TENANTS.

DEVELOPER/OWNER
WOODBURY CORPORATION
UNIVERSITY MALL SHOPPING CENTER, LC
2733 EAST PARLEYS WAY, STE. 300
SALT LAKE CITY, UTAH 84109
CONTACT: LYNN WOODBURY
OFFICE: (801) 485–7770

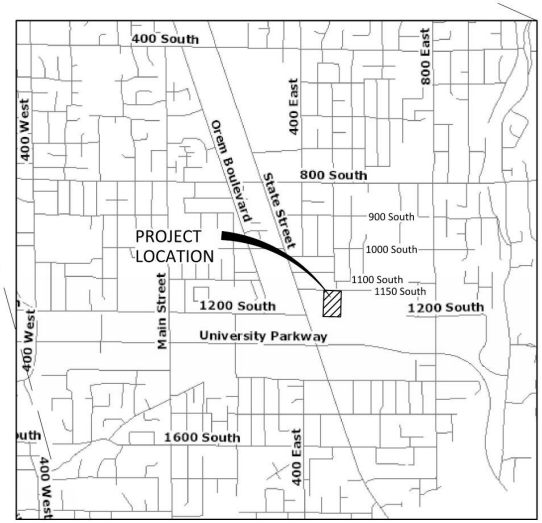
LANDSCAPE ARCHITECT
WOODBURY CORPORATION
2733 EAST PARLEYS WAY, STE. 300
SALT LAKE CITY, UTAH 84109
CONTACT: TANNER SNOW
OFFICE: (801) 485–7770

CIVIL ENGINEER
WOODBURY CORPORATION
2733 EAST PARLEYS WAY, STE. 300
SALT LAKE CITY, UTAH 84109
CONTACT: KEN ENGSTROM, P.E.
OFFICE: (801) 562–2521
CELL: (801) 635–7171

ARCHITECT
WOODBURY CORPORATION
2733 EAST PARLEYS WAY, STE. 300
SALT LAKE CITY, UTAH 84109
CONTACT: LUKE WOODBURY
OFFICE: (801) 562–2521



VICINITY MAP
NOT TO SCALE



PARKING/OFFICE TABULATION TABLE

	SQUARE FOOTAGE	ACREAGE	PERCENT
TOTAL AREA	34,209 SF	0.78	100.0%
TOTAL BUILDING AREA	70,000 SF	1.61	76.1%
TOTAL IMPERVIOUS AREA	32,149 SF	0.74	94.0%
TOTAL LANDSCAPED AREA	2,060 SF	0.05	6.0%
TOTAL PARKING SPACES	273	–	–

NOTES:
1. TOTAL BUILDING AREA INCLUDES ALL FLOOR LEVELS.
2. TOTAL IMPERVIOUS AREA INCLUDES THE BUILDING FOOTPRINT AREA.
3. PERCENT FOR BUILDING AREA IS BASED ON THE FOOTPRINT AREA OF 26,030 SF.

ANCHOR TABULATION TABLE

	SQUARE FOOTAGE	ACREAGE	PERCENT
TOTAL AREA	106,224 SF	2.44	100.0%
TOTAL BUILDING AREA	195,000 SF	4.48	89.7%
TOTAL IMPERVIOUS AREA	104,567 SF	2.40	98.4%
TOTAL LANDSCAPED AREA	1,657 SF	0.04	1.6%
TOTAL PARKING SPACES	INCLUDED IN PARKING STRUCTURE	–	–

NOTES:
1. TOTAL BUILDING AREA INCLUDES ALL FLOOR LEVELS.
2. TOTAL IMPERVIOUS AREA INCLUDES THE BUILDING FOOTPRINT AREA.
3. PERCENT FOR BUILDING AREA IS BASED ON THE FOOTPRINT AREA OF 95,252 SF.

Building	Existing Building Square Footage (2013)	Existing Parking Spaces (2013)	New Building Square Footage	New Spaces Provided	Required Parking Spaces	Net Parking Spaces Provided	Land Acreage Added to PD 34 Zone
RETAIL					4.0/1000		
2013 EXISTING RETAIL							
Enclosed Mall	466,484	2547			1,866	2547	
Macy's	207,537	925			830	925	
Big O Tires	5,395	47			22	47	
Jared/Tx Rdhse	13,170	55			53	55	
Chicos/Starbucks	6,517	32			26	32	
Carrabas	6,719	36			27	36	
Simply Mac/Jasons/Goodwd	15,434	189			62	189	
RCWilley	120,347	266			481	266	
Fidelity	4,023	42			16	42	
Village	41,348	225			165	225	
Cinema	46,297	596			185	596	
NM7 & NMB (overflow)	-	353			-	353	
Costco	154,762	749			619	749	
Totals	1,088,033	6,060	-	-	4,352	6,060	
NEW RETAIL					3.6/1000		
2015 openings							
RCW Expansion		(16)	30,000	10	108	(6)	
NM12 Multitenant Building		(94)	6,445	55	23	(39)	
2016 Openings							
Ground Floor Upkey Office Retail		0	20,110	80	72	80	
2017 Openings							
Retail Bldg SE corner of Macy's		0	3,200	0	12	0	
Multi-tenant at SW corner of Macy's		0	6,530	0	24	0	
2018 Openings							
NM 14 Multitenant Building Trader Joes	(5,395)	(312)	16,433	275	59	(37)	0.6 acres
Big O Tires			6,286	43	23	43	
Quick Quack Car Wash		(51)	3,587	24	13	(27)	
2019 Openings/Closings							
Aston North - Retail	-	0	4,300	33	15	33	
Macy's Closing	(207,537)		-9	0	(830)		
2020 Openings/Closings							
Parkside Residential - Retail	-	0	8,800	0	32	0	
2021 Openings/Closings							
New Anchor (parking included in Phase II parking structure)			195,000	0	780	0	
Totals	-	(473)	300,691	500	330	27	
OFFICE					2.4/1000		
2016 Openings							
545 E. University Parkway 5 story	-	(387)	102,774	489	247	102	
2021 Openings							
500 E Park Avenue 3 story ofc on pkg struct (parking spaces in phase II parking struct)		0	70,000	0	210	0	
Totals	-	(387)	172,774	489	457	102	
RESIDENTIAL					1.49 PER UNIT		
NM7 & 8 DEMO	0	(36)	0	0	0	(36)	
Aston Bldgs A,B,C,D 480 UNITS		0	480 Units	756	715	756	
2019 Openings							
Parkside Residential 70 Units	-	0	70 Units	105	104	105	
Aston North Residential 129 Units	-	0	129 Units	224	192	224	1.26 acres
Future Phase 2		0					3.19 acres
800 E Property Acquisition		0					0.324 acres
Totals	-	(36)	-	1,085	1,012	1,049	
OTHER CONSTRUCTION IMPACTING PARKING							
Construction of portion of South Mall Ring Road between office and Macy's		(42)	0	0	0	(42)	
Construction of East Half of Connector Road		(108)	0	27	0	(81)	
Demolition of Portion of N Mall			(52,500)	0	(210)	0	
New Parking on Mervyn's & N Mall Demolition Site		(20)	0	217	0	197	
New Parking on Orchard Parcel		0	0	102	0	102	
Childrens Play Area		0	5,000	0	18	0	
Construction of The Orchard		(211)	0	0	0	(211)	
2018 Openings							
North Tower Parking Structure (550E 1150S)		(282)	0	630	0	348	
2020 Openings							
North Parking Structure - Phase II		(132)	0	273	0	141	
2021 Openings							
140 Room Marriott Hotel			140 rooms	63	140	63	0.96 acres
Totals		(775)	(47,500)	1,312	(52)	537	1.797 acres
TOTAL PROJECT	1,088,033	4,389	425,965	3,386	6,099	7,775	
			679 Resid Units 140 hotel rooms		Required	Provided	

PARKING ANALYSIS TABLE

NOTES:

1. THE FIRE PROTECTION ITEMS (FIRE HYDRANTS, WATER MAINS, ACCESS ROADS, ETC.) SHOWN ON THIS SITE PLAN ARE PRELIMINARY ONLY. DETAILED FIRE PROTECTION PLANS SHALL BE SUBMITTED WITH THE BUILDING PLANS. PLAN REVIEWS BY THE CITY OF OREM FIRE PREVENTION BUREAU SHALL BE COMPLETED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. THE PLAN REVIEWS BY THE CITY OF OREM FIRE PREVENTION BUREAU MAY IDENTIFY ADDITIONAL FIRE PROTECTION REQUIREMENTS MANDATED BY THE INTERNATIONAL FIRE CODE. FIRE HYDRANT FOOT VALVES SHALL BE INSTALLED AT THE CONNECTION POINT WITH THE MAIN WATER LINES. THE CONNECTION POINT WITH THE MAIN WATER LINES.

2. ALL LANDSCAPED AREAS SHALL HAVE AN AUTOMATIC, UNDERGROUND SPRINKLING SYSTEM WHICH INCLUDES A BACK–FLOW DEVICE TO THE BUILDING. BACK–FLOW DEVICES SHALL BE INSTALLED AND TESTED IN ACCORDANCE WITH SECTION 21–1–14 OF THE OREM CITY CODE. WATER METER SIZES SHALL BE DETERMINED BY THE CITY OF OREM BUILDING DIVISION AT THE TIME OF BUILDING PERMIT APPROVAL OR WHEN THERE IS A REQUEST TO CHANGE THE WATER METER SIZE. WATER METERS SHALL BE LOCATED AT THE BACK OF SIDEWALK OR CURB IN AN AREA THAT IS ACCESSIBLE FOR READING AND SERVICING. WATER METERS SHALL NOT BE LOCATED WITHIN AREAS ENCLOSED WITH FENCES OR WITHIN TEN FEET (10') OF ANY EXISTING OR PROPOSED STRUCTURE.

3. IF REQUIRED BY CHAPTER 20 OF THE OREM CITY CODE OR BY THE APPLICANT'S PERMIT FOR INDUSTRIAL WASTEWATER DISCHARGE, A SAMPLING MANHOLE AND FAT AND OIL SEPARATOR/GREASE TRAP SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF OREM STANDARDS AND SPECIFICATIONS.

4. ALL SIGNAGE SHALL COMPLY WITH THE REQUIREMENTS OF THE OREM CITY CODE.

5. ALL UTILITIES, INCLUDING WATER AND SEWER LATERALS, WATER AND SEWER MAINS, STORM WATER DRAINS, STORM WATER SUMPS, SEWER MANHOLES, WATER VALVES, ETC., WATER LATERALS OR MAINS SHALL NOT BE LOCATED UNDER COVERED PARKING AREAS AND SHALL BE INSTALLED ACCORDING TO CHAPTER 21 OF THE OREM CITY CODE.

6. ALL ROOF DRAINAGE SHALL BE ROUTED THROUGH ON–SITE STORM WATER MANAGEMENT FACILITIES.

7. AT THE TIME OF CONSTRUCTION, THE CITY OF OREM MAY DETERMINE BASED ON PROFESSIONAL EXPERIENCE AND JUDGMENT AND AT ITS SOLE DISCRETION, THE NEED FOR THE OWNER/DEVELOPER TO PAY FOR, REMOVE, AND REPLACE ANY EXISTING SUBSTANDARD IMPROVEMENTS SUCH AS CURBS, GUTTERS, SIDEWALKS, DRIVE APPROACHES, DRIVEWAYS, DECORATIVE CONCRETE, WHEELCHAIR RAMPS, ETC., OR ANY UNUSED DRIVE APPROACHES.

8. ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF OREM CONSTRUCTION STANDARDS AND SPECIFICATIONS UNLESS THE IMPROVEMENT IS WITHIN UDOT RIGHT–OF–WAY, IN WHICH CASE THE CONSTRUCTION SHALL CONFORM TO UDOT CONSTRUCTION STANDARDS AND SPECIFICATIONS.

WOODBURY CORPORATION

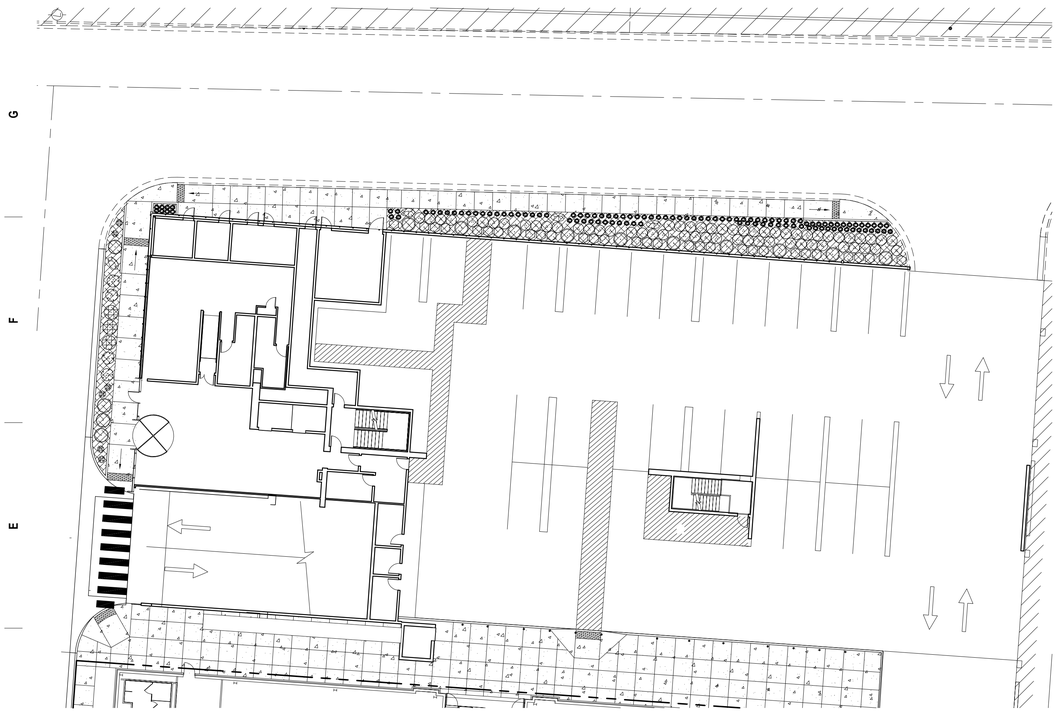
REVISION DESCRIPTION | DATE

COVER SHEET
PARKING STRUCTURE, OFFICE & ANCHOR

16 COVER SHEET

PROJECT #:
DATE:
DRAWN BY:
SCALE:

CO



PLANT SCHEDULE

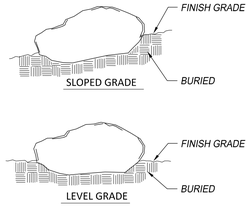
SHRUBS	BOTANICAL / COMMON NAME	CONT		QTY
	Cotoneaster apiculatus `Tom Thumb` / Tom Thumb Cranberry Cotoneaster	5 gal		4
	Mahonia aquifolium `Compacta` / Compact Oregon Grape	5 gal		59
	Nandina domestica / Heavenly Bamboo	5 gal		29
	Physocarpus opulifolius `Little Devil` TM / Dwarf Ninebark	5 gal		4
	Spiraea x bumalda `Crispa` / Crisp Leaf Spirea	5 gal		3
	Taxus x media `Hicksii` / Hicks Yew	B & B		10
GRASSES	BOTANICAL / COMMON NAME	CONT		QTY
	Hakonechloa macra `All Gold` / Japanese Forest Grass	1 gal		111
	Pennisetum alopecuroides `Little Bunny` / Little Bunny Fountain Grass	1 gal		6

REFERENCE NOTES SCHEDULE

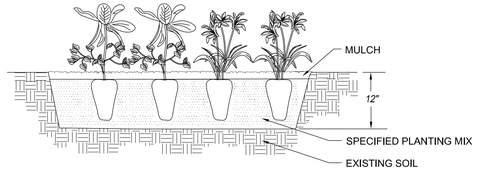
	ROCK	
SYMBOL	DESCRIPTION	QTY
	NEPHI SANDSTONE BOULDERS 1` - 3` DIAMETER; 1/3 @ 3` DIAMETER, 1/3 @ 2` DIAMETER AND 1/3 @ 1` DIAMETER	4
	ROCK	
SYMBOL	DESCRIPTION	QTY
	PREMIUM DARK BROWN MULCH 2" MIN.	1,700 sf

BOULDER NOTES:

1. INSTALLER RESPONSIBLE TO PREVENT ANY SEVERE CHIPPING OR DAMAGE TO BOULDERS DURING THE PLACEMENT PROCESS.
2. BOULDERS ARE TO BE PLACED USING CABLES FROM A LOADER BOOM OR A BOULDER PLACEMENT BOOM.
3. BOULDER IS TO ULTIMATELY BE SET TO A MINIMUM OF 1/3 BURIED (SEE DETAIL).
4. ALL CAVITIES AND VOIDS NEAR THE BOTTOM OF THE BOULDER ARE TO BE SET BELOW FINISH GRADE.
5. BOULDERS IN CLUSTERS ARE TO BE SET AT VARIED HEIGHTS



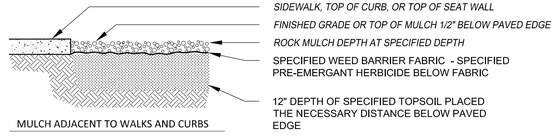
A BOULDER DETAIL
NO SCALE



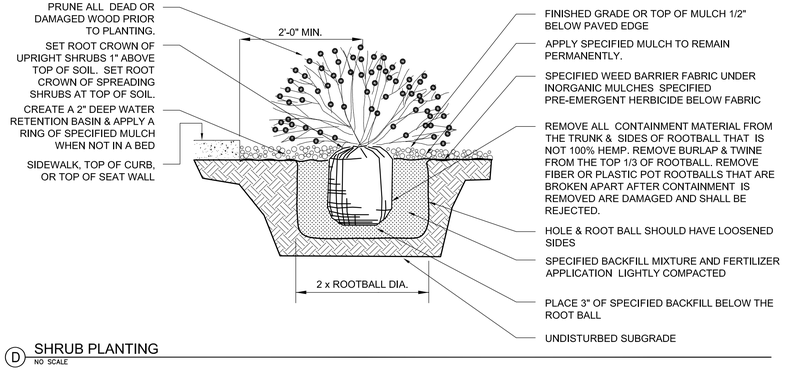
C PERENNIAL PLANTNIG
NO SCALE

GENERAL CONSTRUCTION NOTES:

1. CONTRACTOR SHALL SECURE ALL NECESSARY PERMITS BEFORE CONSTRUCTION.
2. CONTRACTOR SHALL ADHERE TO ALL LOCAL, STATE, AND/OR FEDERAL LAWS PERTAINING TO THE PROJECT'S WORK.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE ALL CONSTRUCTION ELEMENTS WITH OTHER TRADES PRIOR TO INSTALLATION AND BECOME FAMILIAR WITH THE LOCATION OF UNDERGROUND SERVICES AND IMPROVEMENTS.
4. THE CONTRACTOR SHALL EXAMINE THE SITE AND FULLY DETERMINE THE CONDITIONS UNDER THIS CONTRACT. NO ALLOWANCE WILL BE MADE FOR FAILURE OF BIDDERS TO ASCERTAIN ALL ASPECTS OF THE PROJECT.
5. PRIOR TO DIGGING, EXCAVATION, OR UNDERGROUND WORK, CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UTILITIES AND SUBSURFACE SYSTEMS. CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR REPAIR AND EXPENSES INCURRED TO UTILITIES THAT BECOME DAMAGED AS A RESULT OF HIS WORK.
6. CONTRACTOR SHALL INSPECT WITH OWNER'S REPRESENTATIVE ALL PAVEMENT, SIDEWALK AND CURB DEFECTS PRIOR TO BEGINNING WORK. ALL HARDSCAPE SHALL BE RE-INSPECTED DURING FINAL INSPECTION. ANY DAMAGED AREAS SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE.
7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE QUANTITIES AND MATERIALS REQUIRED TO COMPLETE THE WORK IN ACCORDANCE WITH THE PLANS. CONTRACTOR SHALL PROVIDE OWNER/LANDSCAPE ARCHITECT ACTUAL AMOUNTS REQUIRED FOR FINISHED INSTALLATION.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING GRADES AS ESTABLISHED BY THE PROJECT ENGINEER. RUNOFF AND DRAINAGE FLOWS SHALL NOT BE ALTERED OR IMPEDED.
9. THE CONTRACTOR SHALL FURNISH ALL LABOR, TOOLS, EQUIPMENT, MATERIALS, EMPLOYEE AND SUBCONTRACTOR SUPERVISION FOR IT'S PORTION OF THE PROJECT TO IMPLEMENT PLANS AND SPECIFICATIONS.
10. THE CONTRACTOR ASSUMES ALL RISKS IN THE PERFORMANCE OF THE WORK AND RESPONSIBILITY FOR LOSS AND EXPENSE RESULTING FROM ON-SITE INJURY.
11. THE CONTRACTOR IS RESPONSIBLE FOR SUPERVISION, SAFETY, ADMINISTRATION, SCHEDULING, COORDINATION AND MANAGEMENT OF SUBCONTRACTORS.
12. THE CONTRACTOR SHALL PROTECT ALL PERSONS NEAR OR ON THE PREMISES FROM UNREASONABLE RISK OF INJURY. PROVIDE WARNING SIGNS, LIGHTS, BARRICADES, RAILINGS, FLAGMEN OR OTHER NECESSARY SAFEGUARD.
13. OWNER / LANDSCAPE ARCHITECT INSPECTIONS SHALL NOT BE DEEMED SUPERVISION OF CONTROL OF CONSTRUCTION BY CONTRACTOR OR SUBCONTRACTORS.
14. ALL CONTRACTS SHALL BE WRITTEN DIRECTLY BETWEEN CONTRACTOR AND OWNER. SPECIFIC TERMS OF WORK SHALL BE NEGOTIATED DIRECTLY BETWEEN PARTIES.
15. OWNER / LANDSCAPE ARCHITECT SHALL REVIEW SHOP DRAWINGS, PRODUCT DATA AND SAMPLES SUBMITTED BY THE CONTRACTOR FOR THE SOLE PURPOSE OF COMPLIANCE WITH THE DESIGN CONCEPT AND WITH INFORMATION GIVEN IN THE CONTRACT DOCUMENTS. OWNER AND LANDSCAPE ARCHITECT ASSUMES NO LIABILITY FOR CHANGES THAT HAVE NOT BEEN REVIEWED AND AUTHORIZED IN WRITING.
16. WHERE TWO OR MORE REQUIREMENTS CREATE OVERLAPPING CONDITIONS, CONFLICTING MINIMUMS OR LEVELS OF QUALITY, ALL OR THE MORE STRINGENT REQUIREMENTS OR THE HIGHER QUALITY LEVEL IS INTENDED, AND SHALL BE ENFORCED. CONFLICTING REQUIREMENTS SHALL BE REFERRED TO THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE WHOSE INTERPRETATION WILL BE FINAL.
17. WALKS AND PLANTERS SHOWN ON LANDSCAPE PLANS ARE FOR LAYOUT REFERENCE ONLY. REFER TO CIVIL PLANS FOR HORIZONTAL AND VERTICAL CONTROL
18. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT THE MOST CURRENT PLANS & SPECIFICATIONS ARE USED & CONVEYED TO ALL SUB- CONTRACTORS AS APPLICABLE.



B INSTALLATION OF ROCK MULCH AREAS
NO SCALE



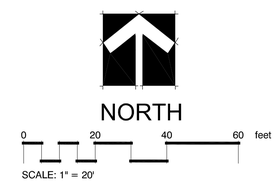
D SHRUB PLANTING
NO SCALE

GENERAL NOTES:

1. CONTRACTOR IS RESPONSIBLE TO VERIFY ALL PLANT & MATERIAL QUANTITIES. THE SCHEDULE IS INTENDED AS A REFERENCE ONLY. SEE ENLARGED PLANTING PLANS FOR SHRUB AND PLANT LOCATIONS. QUANTITIES IN SCHEDULE ARE ESTIMATES ONLY.
2. OWNER AND/OR LANDSCAPE ARCHITECT IS TO APPROVE ALL LANDSCAPE MATERIALS PRIOR TO INSTALLATION WITH PRIOR NOTICE OF 48 HOURS. OWNER AND OR LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT LANDSCAPE MATERIALS INCLUDING PLANTS THROUGHOUT THE CONSTRUCTION PERIOD.
3. PROVIDE MATCHING SIZES AND FORMS OF LIKE SHRUB SPECIES AS SHOWN ON DRAWINGS.
4. APPLY TOPSOIL IN ALL PLANTING AREAS. A SOIL TEST SHALL BE DONE TO VERIFY QUALITY. CONTRACTOR TO AMEND TOP SOIL AS NECESSARY FROM SOIL REPORT TO COMPLY WITH ACCEPTABLE SOIL STANDARDS AND SPECIFICATIONS. SEE SPECIFICATIONS FOR DEPTH OF TOP SOIL.
5. THE LANDSCAPE & IRRIGATION CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THEY OBTAIN ANY & ALL DRAWINGS, SPECIFICATIONS, CHANGE ORDERS & AS-BUILDS APPLICABLE TO CONTRACTORS SCOPE OF WORK PRIOR TO & DURING CONSTRUCTION ON SITE. CONFLICTING OR VAGUE INFORMATION SHALL BE NOTED AND SUBMITTED TO OWNER AND LANDSCAPE ARCHITECT FOR CLARIFICATION.
6. CONTRACTOR IS RESPONSIBLE TO REPLACE ALL DAMAGED NEW & EXISTING LANDSCAPE, INCLUDING BUT NOT LIMITED TO ALL PLANTS, TOPSOIL, WEED BARRIER, CURBING, WALKS, ETC.
7. CONTRACTOR SHALL TIE ALL PROPOSED LANDSCAPE MATERIALS WITH EXISTING INCLUDING BUT NOT LIMITED TO ALL PLANTS, TOPSOIL, WEED BARRIER, CURBING, WALKS, ETC.
8. CONTRACTOR SHALL CAREFULLY STUDY AND INSPECT CIVIL AND ARCHITECTURAL PLANS AS-BUILTS DRAWING AND VISUALLY INSPECT. MAKE ON-SITE ADJUSTMENTS TO LANDSCAPE BASED OF FINAL DIMENSIONS AND LAYOUTS OF SITE AND BUILDINGS. PROVIDE A UNIT PRICE CREDIT FOR ANY PLANTS, AREA, OR PORTIONS OF THE LANDSCAPE OMITTED.
9. ANY PORTIONS OF THE LANDSCAPE NOT SHOWN OR CLEARLY IDENTIFIED BY THE LANDSCAPE CONSTRUCTION DOCUMENTS SHALL BE IDENTIFIED, AND A REQUEST FOR INFORMATION AND OR CHANGE ORDER SHALL BE SUBMITTED TO OWNERS REPRESENTATIVE TO ADDRESS.

SITE NOTES:

1. MATERIALS TESTING AND COMPACTION SPECIFICATIONS SHALL BE IN ACCORDANCE WITH APWA SPECIFICATIONS AND REQUIREMENTS. SUBMIT TEST REPORTS OR CERTIFICATES TO OWNER.
2. MATERIALS AND INSTALLED WORK SHALL REQUIRE TESTING. PROJECT MANAGER SHALL INSTRUCT CONTRACTOR WITH RESPECT TO THE QUANTITY TYPE AND FREQUENCY OF TESTS TO BE MADE ON PRODUCTS PRIOR TO PLACEMENT. OWNER SHALL PAY THE COST OF INITIAL INSPECTIONS, NORMAL CYLINDER TESTS, ETC. IF ANY TEST RESULT FAILS TO MEET SPECIFICATIONS, RE-TESTING OR SUPPLEMENTAL TESTS WILL BE REQUIRED. SUCH TESTS, INCLUDING RE-TESTING OF REJECTED MATERIALS FOR INSTALLED WORK SHALL BE DONE AT CONTRACTORS EXPENSE.
3. OWNERS REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PORTIONS OF SHOP DRAWINGS OR CONSTRUCTION AND PLACEMENT OF ELEMENTS NOT IN COMPLIANCE WITH DESIGN INTENT OR STANDARDS OUTLINED IN DESIGN DRAWINGS WITHOUT PRIOR APPROVAL AT CONTRACTORS EXPENSE.
4. CRACKING SHIFTING OR DAMAGED CONCRETE SHALL BE REPLACED AT CONTRACTORS EXPENSE PRIOR TO ACCEPTANCE OF WORK.
5. CONTRACTOR SHALL PROVIDE ALL GUARANTEES IN WRITING AND WORDED AS APPROVED BY OWNERS REPRESENTATIVE AND LANDSCAPE ARCHITECT PRIOR TO COMMENCING WORK.
6. PROJECT MANAGER SHALL INSTRUCT CONTRACTOR WITH RESPECT TO THE QUANTITY TYPE AND FREQUENCY OF SITE INSPECTIONS TO BE MADE ON WORKMANSHIP, PERFORMANCE AND QUALITY OF WORK, PRODUCTS AND MATERIALS PRIOR, DURING AND AFTER TO PLACEMENT. OWNER SHALL PAY THE COST OF INITIAL INSPECTIONS. IF ANY INSPECTION IDENTIFIES FAILURES OR DEFICIENCIES TO MEET SPECIFICATIONS. RE-INSPECTIONS OR SUPPLEMENTAL TESTS OR REJECTIONS SHALL BE REQUIRED. SUCH INSPECTIONS, INCLUDING RE-TESTING OF REJECTED MATERIALS OR REPLACEMENT OF PRODUCTS MATERIALS OR WORKMANSHIP FOR INSTALLED WORK SHALL BE DONE AT CONTRACTORS EXPENSE.



REVIEW COPY ONLY

PREPARED UNDER DIRECTION OF
TANNER SNOW, PLA
LIC. # 9674526-5301
FINAL CONSTRUCTION PLAN & CITY CONSTRUCTION COPY TO BE DESIGNATED BY SIGNED SEAL ON EACH PAGE.

WOODBURY CORPORATION
2733 EAST PARLEYS WAY, SUITE 300
SALT LAKE CITY, UTAH 84109 (801) 485-7770

REVISION DESCRIPTION DATE

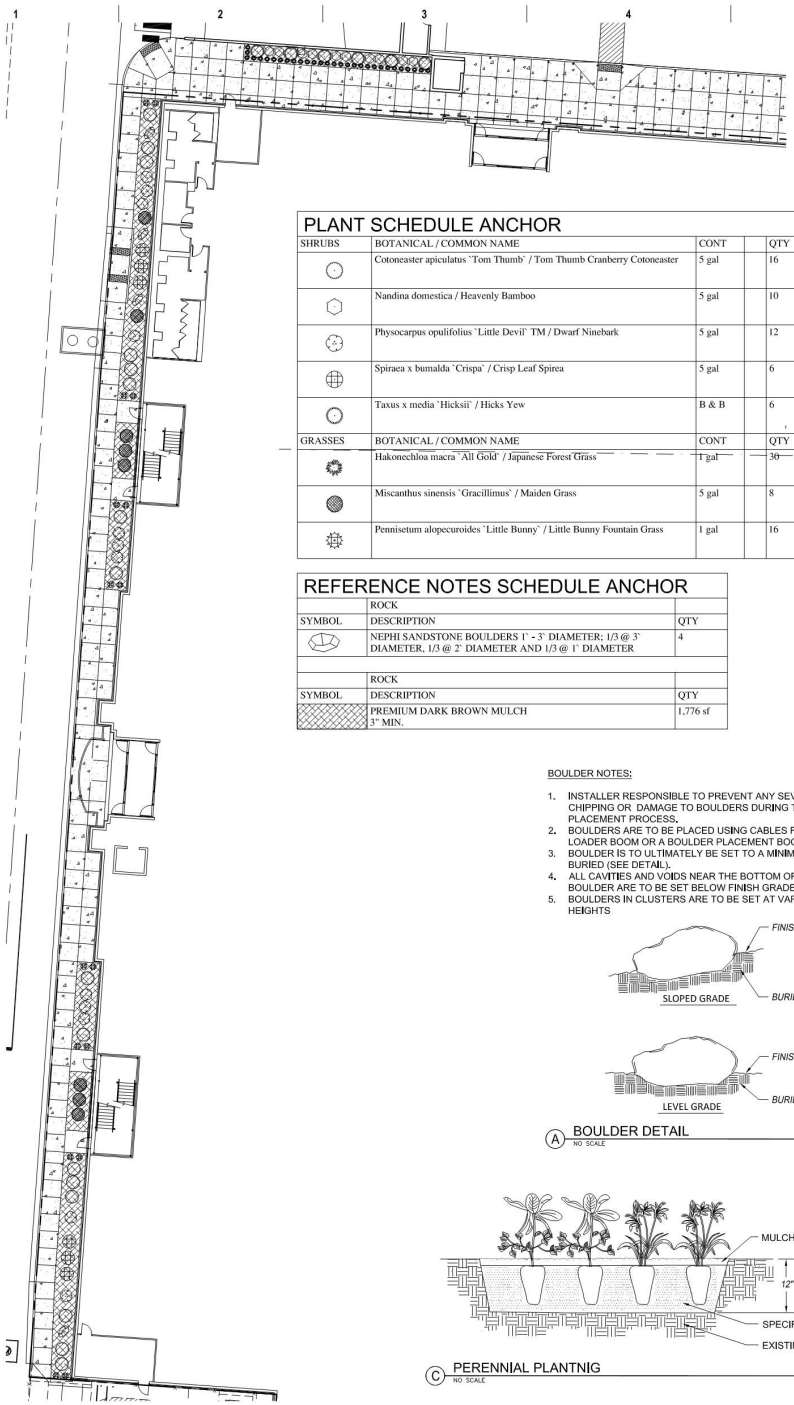
OVERALL LANDSCAPE PLAN - PHASE 2 UP - PARKING STRUCTURE AND OFFICE

OREM, UTAH

LANDSCAPE SET

PROJECT #: 1040-2XXX
DATE: 05/29/2019
DRAWN BY: TS
SCALE: 1"=20'

L100



PLANT SCHEDULE ANCHOR

SHRUBS	BOTANICAL / COMMON NAME	CONT		QTY
	Cotoneaster apiculatus `Tom Thumb` / Tom Thumb Cranberry Cotoneaster	5 gal		16
	Nandina domestica / Heavenly Bamboo	5 gal		10
	Physocarpus opulifolius `Little Devil` TM / Dwarf Ninebark	5 gal		12
	Spiraea x bumalda `Crispa` / Crisp Leaf Spirea	5 gal		6
	Taxus x media `Hicksii` / Hicks Yew	B & B		6
GRASSES	**BOTANICAL / COMMON NAME**	**CONT**		**QTY**
	Hakonechloa macra `All Gold` / Japanese Forest Grass	1 gal		30
	Miscanthus sinensis `Gracillimus` / Maiden Grass	5 gal		8
	Pennisetum alopecuroides `Little Bunny` / Little Bunny Fountain Grass	1 gal		16

REFERENCE NOTES SCHEDULE ANCHOR

	ROCK	
SYMBOL	DESCRIPTION	QTY
	NEPHI SANDSTONE BOULDERS 1' - 3' DIAMETER; 1/3 @ 3' DIAMETER, 1/3 @ 2' DIAMETER AND 1/3 @ 1' DIAMETER	4

	ROCK	
SYMBOL	DESCRIPTION	QTY
	PREMIUM DARK BROWN MULCH 3" MIN.	1,776 sf

BOULDER NOTES:

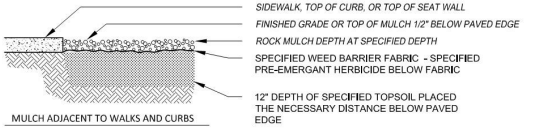
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3. BOULDER IS TO ULTIMATELY BE SET TO A MINIMUM OF 1/3 BURIED (SEE DETAIL).
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A BOULDER DETAIL
NO SCALE

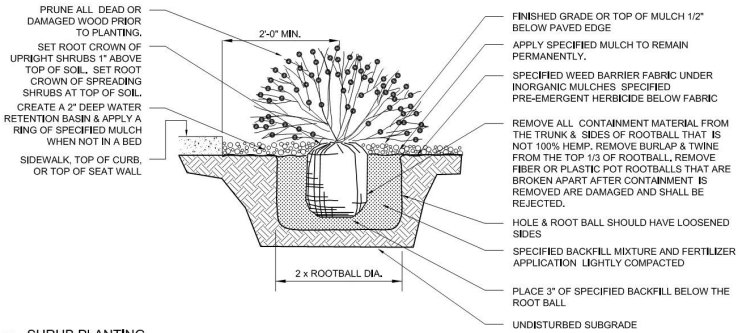
C PERENNIAL PLANTNIG
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16. WHERE TWO OR MORE REQUIREMENTS CREATE OVERLAPPING CONDITIONS, CONFLICTING MINIMUMS OR LEVELS OF QUALITY, ALL OR THE MORE STRINGENT REQUIREMENTS OR THE HIGHER QUALITY LEVEL IS INTENDED, AND SHALL BE ENFORCED. CONFLICTING REQUIREMENTS SHALL BE REFERRED TO THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE WHOSE INTERPRETATION WILL BE FINAL.
17. WALKS AND PLANTERS SHOWN ON LANDSCAPE PLANS ARE FOR LAYOUT REFERENCE ONLY. REFER TO CIVIL PLANS FOR HORIZONTAL AND VERTICAL CONTROL
18. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT THE MOST CURRENT PLANS & SPECIFICATIONS ARE USED & CONVEYED TO ALL SUB- CONTRACTORS AS APPLICABLE.



B INSTALLATION OF ROCK MULCH AREAS
NO SCALE



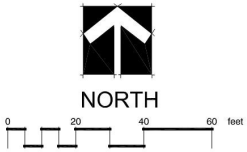
D SHRUB PLANTING
NO SCALE

GENERAL NOTES:

1. CONTRACTOR IS RESPONSIBLE TO VERIFY ALL PLANT & MATERIAL QUANTITIES. THE SCHEDULE IS INTENDED AS A REFERENCE ONLY. SEE ENLARGED PLANTING PLANS FOR SHRUB AND PLANT LOCATIONS. QUANTITIES IN SCHEDULE ARE ESTIMATES ONLY.
2. OWNER AND/OR LANDSCAPE ARCHITECT IS TO APPROVE ALL LANDSCAPE MATERIALS PRIOR TO INSTALLATION WITH PRIOR NOTICE OF 48 HOURS. OWNER AND OR LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT LANDSCAPE MATERIALS INCLUDING PLANTS THROUGHOUT THE CONSTRUCTION PERIOD.
3. PROVIDE MATCHING SIZES AND FORMS OF LIKE SHRUB SPECIES AS SHOWN ON DRAWINGS.
4. APPLY TOPSOIL IN ALL PLANTING AREAS. A SOIL TEST SHALL BE DONE TO VERIFY QUALITY. CONTRACTOR TO AMEND TOP SOIL AS NECESSARY FROM SOIL REPORT TO COMPLY WITH ACCEPTABLE SOIL STANDARDS AND SPECIFICATIONS. SEE SPECIFICATIONS FOR DEPTH OF TOP SOIL.
5. THE LANDSCAPE & IRRIGATION CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THEY OBTAIN ANY & ALL DRAWINGS, SPECIFICATIONS, CHANGE ORDERS & AS-BUILDS APPLICABLE TO CONTRACTORS SCOPE OF WORK PRIOR TO & DURING CONSTRUCTION ON SITE. CONFLICTING OR VAGUE INFORMATION SHALL BE NOTED AND SUBMITTED TO OWNER AND LANDSCAPE ARCHITECT FOR CLARIFICATION.
6. CONTRACTOR IS RESPONSIBLE TO REPLACE ALL DAMAGED NEW & EXISTING LANDSCAPE, INCLUDING BUT NOT LIMITED TO ALL PLANTS, TOPSOIL, WEED BARRIER, CURBING, WALKS, ETC.
7. CONTRACTOR SHALL TIE ALL PROPOSED LANDSCAPE MATERIALS WITH EXISTING INCLUDING BUT NOT LIMITED TO ALL PLANTS, TOPSOIL, WEED BARRIER, CURBING, WALKS, ETC.
8. CONTRACTOR SHALL CAREFULLY STUDY AND INSPECT CIVIL AND ARCHITECTURAL PLANS AS-BUILTS DRAWING AND VISUALLY INSPECT. MAKE ON-SITE ADJUSTMENTS TO LANDSCAPE BASED OF FINAL DIMENSIONS AND LAYOUTS OF SITE AND BUILDINGS. PROVIDE A UNIT PRICE CREDIT FOR ANY PLANTS, AREA, OR PORTIONS OF THE LANDSCAPE OMITTED.
9. ANY PORTIONS OF THE LANDSCAPE NOT SHOWN OR CLEARLY IDENTIFIED BY THE LANDSCAPE CONSTRUCTION DOCUMENTS SHALL BE IDENTIFIED, AND A REQUEST FOR INFORMATION AND OR CHANGE ORDER SHALL BE SUBMITTED TO OWNERS REPRESENTATIVE TO ADDRESS.

SITE NOTES:

1. MATERIALS TESTING AND COMPACTION SPECIFICATIONS SHALL BE IN ACCORDANCE WITH APWA SPECIFICATIONS AND REQUIREMENTS. SUBMIT TEST REPORTS OR CERTIFICATES TO OWNER.
2. MATERIALS AND INSTALLED WORK SHALL REQUIRE TESTING. PROJECT MANAGER SHALL INSTRUCT CONTRACTOR WITH RESPECT TO THE QUANTITY TYPE AND FREQUENCY OF TESTS TO BE MADE ON PRODUCTS PRIOR TO PLACEMENT. OWNER SHALL PAY THE COST OF INITIAL INSPECTIONS, NORMAL CYLINDER TESTS, ETC. IF ANY TEST RESULT FAILS TO MEET SPECIFICATIONS, RE-TESTING OR SUPPLEMENTAL TESTS WILL BE REQUIRED. SUCH TESTS, INCLUDING RE-TESTING OF REJECTED MATERIALS FOR INSTALLED WORK SHALL BE DONE AT CONTRACTORS EXPENSE.
3. OWNERS REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY PORTIONS OF SHOP DRAWINGS OR CONSTRUCTION AND PLACEMENT OF ELEMENTS NOT IN COMPLIANCE WITH DESIGN INTENT OR STANDARDS OUTLINED IN DESIGN DRAWINGS WITHOUT PRIOR APPROVAL AT CONTRACTORS EXPENSE.
4. CRACKING SHIFTING OR DAMAGED CONCRETE SHALL BE REPLACED AT CONTRACTORS EXPENSE PRIOR TO ACCEPTANCE OF WORK.
5. CONTRACTOR SHALL PROVIDE ALL GUARANTEES IN WRITING AND WORDED AS APPROVED BY OWNERS REPRESENTATIVE AND LANDSCAPE ARCHITECT PRIOR TO COMMENCING WORK.
6. PROJECT MANAGER SHALL INSTRUCT CONTRACTOR WITH RESPECT TO THE QUANTITY TYPE AND FREQUENCY OF SITE INSPECTIONS TO BE MADE ON WORKMANSHIP, PERFORMANCE AND QUALITY OF WORK, PRODUCTS AND MATERIALS PRIOR, DURING AND AFTER TO PLACEMENT. OWNER SHALL PAY THE COST OF INITIAL INSPECTIONS. IF ANY INSPECTION IDENTIFIES FAILURES OR DEFICIENCIES TO MEET SPECIFICATIONS. RE-INSPECTIONS OR SUPPLEMENTAL TESTS OR REJECTIONS SHALL BE REQUIRED. SUCH INSPECTIONS, INCLUDING RE-TESTING OF REJECTED MATERIALS OR REPLACEMENT OF PRODUCTS MATERIALS OR WORKMANSHIP FOR INSTALLED WORK SHALL BE DONE AT CONTRACTORS EXPENSE.



REVIEW COPY ONLY

PREPARED UNDER DIRECTION OF
TANNER SNOW, PLA
LIC. # 9674526-5301
FINAL CONSTRUCTION PLAN & CITY CONSTRUCTION COPY TO BE DESIGNATED BY SIGNED SEAL ON EACH PAGE.

WOODBURY CORPORATION

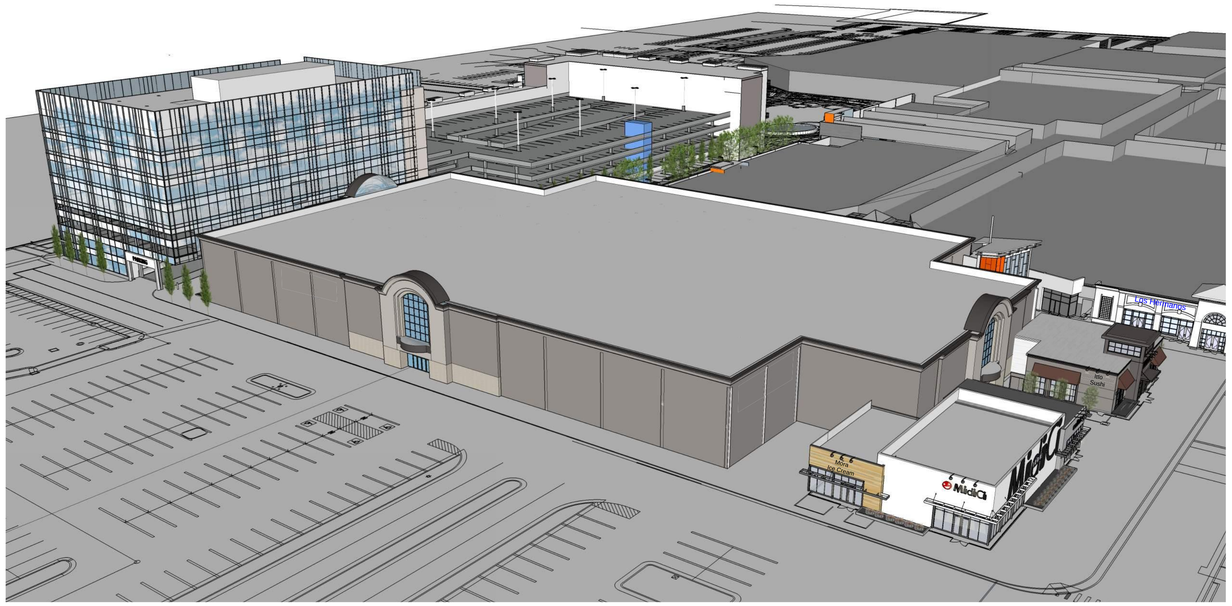
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REVISION DESCRIPTION

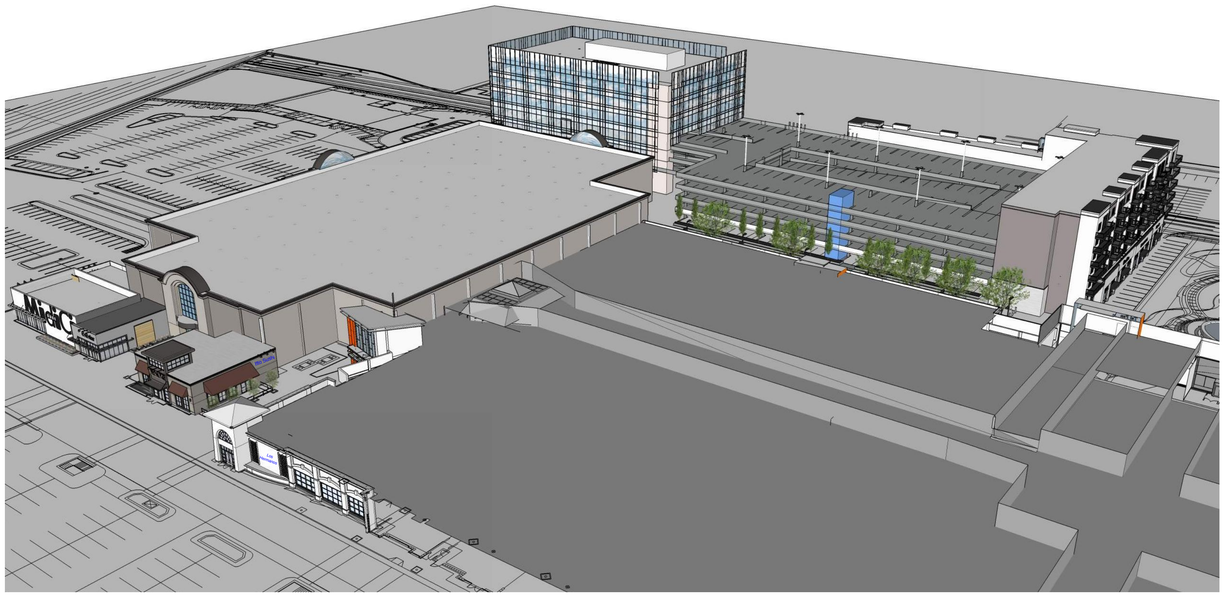
OVERALL LANDSCAPE PLAN - ANCHOR PARCEL
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Media
PARKING


PARKING





Item #: 3.3	**Planning Commission** June 26, 2019	
Prepared By: Emily Guffin		
Applicant: Development Services	**PUBLIC HEARING** – The Development Services Department requests the Planning Commission forward a positive recommendation to City Council to adopt the Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan in Appendix "Z" of the Orem General Plan.	

NOTICES:

- Posted in 2 public places
- Posted on City webpage and City hotline
- Faxed to newspapers
- E-mailed to newspapers
- Posted at utah.gov/pmn
- Mailed 6,067 notices on 05/15/2019 to all residents and businesses within the neighborhoods

SITE INFORMATION:

- Neighborhood Chairs: **N/A**
- General Plan Designation: **N/A**
- Current Zone: **N/A**
- Acreage: **N/A**
- Neighborhoods:

Stonewood, Lakeridge, Orem, Sharon, and Hillcrest

ACTION:
The Planning Commission shall provide a recommendation to the City Council regarding this request.

REQUEST: The Development Services Department requests the Planning Commission forward a positive recommendation to City Council to adopt the Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan in Appendix "Z" of the Orem General Plan.

BACKGROUND:
The Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan were created by participating neighborhood residents and Orem City planning staff. It was developed to record residents' visions for the neighborhood and potential ways to achieve those visions, as well as residents' concerns about how the neighborhood is currently developing. While neighborhood plans are not designed to solve all problems immediately, they allow the local community to influence planning in their neighborhood and guide future development in a way that is cohesive with the neighborhood character.

The creation of these two plans was guided by two advisory committees – one for the Stonewood and Lakeridge neighborhood and one for the Orem, Sharon, and Hillcrest neighborhood. These advisory committees met eight times over the past several months to hear from city staff members in each department, formulate a vision statement to reflect their aspirations for the future of the neighborhood, and list goals to achieve those aspirations. Many of the themes for the neighborhoods' vision statements included maintaining the single-family, residential character of the neighborhood and ensuring that the neighborhoods stay safe, clean, and family-friendly. Other themes included working to increase pedestrian and bicycle safety and implementing new bike routes as well as looking into new and innovative public transit options that can help reduce the increased traffic congestion the neighborhoods have been experiencing. Lastly, residents expressed desire in ensuring that new development is constructed in a way that respects residents' desires and limited to areas on the State Street and University Parkway corridors.

The plan document itself contains seven different sections: current demographics, land use, transportation, economic development, public works, neighborhood preservation, and implementation strategies. Each of these sections addresses the neighborhood's current conditions, future projects, and goals for achieving the neighborhood's vision statement.

Public participation was a key component of this process. In addition to the eight advisory committee meetings that were held, two neighborhood open houses were also held. Notices for these open houses were sent to every resident in the neighborhood and the meetings had over one hundred residents in attendance. Those who participated in the planning process represented a wide range of community stakeholders who may be impacted by decisions regarding development within these neighborhoods, including property owners, business owners and tenants, and residents.

RECOMMENDATION: The Development Services Department requests the Planning Commission forward a positive recommendation to City Council to adopt the Stonewood and Lakeridge Neighborhood Plan and the Orem, Sharon, and Hillcrest Neighborhood Plan in Appendix "Z" of the Orem General Plan.

STONEWOOD-LAKERIDGE



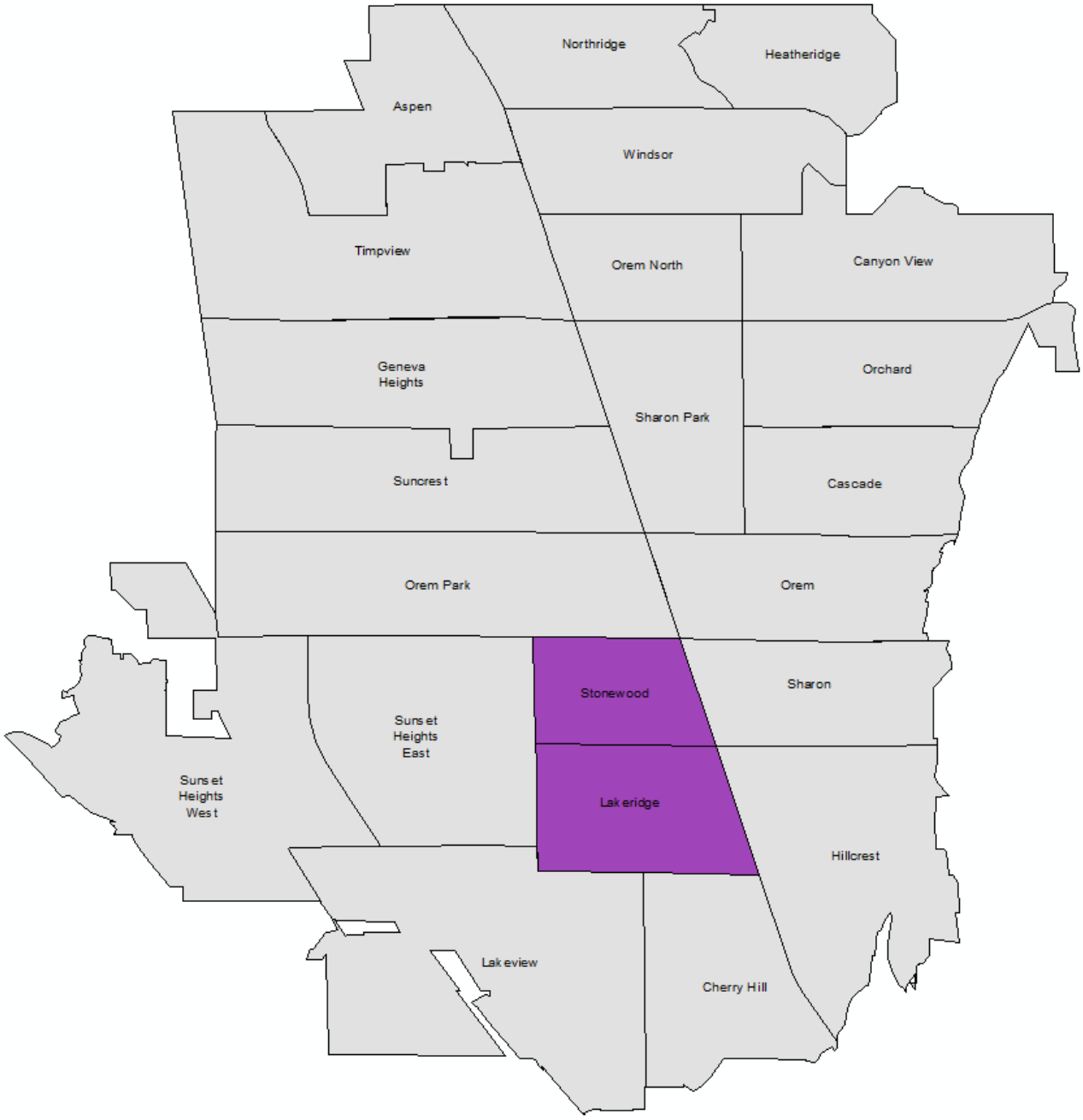
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STONEWOOD-LAKERIDGE

NEIGHBORHOOD PLAN

SPRING 2019

OREM NEIGHBORHOODS



NEIGHBORHOOD ADVISORY COUNCIL

Greg Carlisle, Stonewood resident
Patricia DeMott, Stonewood resident
Fred Johnson, Stonewood resident
Vickie Johnson, Stonewood resident

OREM CITY STAFF

Emily Guffin, Long Range Planner
J. Kirby Snideman, AICP, Long Range Planner
Jason Bench, AICP, Planning Division Manager
Bill Bell, Development Services Director
Ryan Clark, Economic Development Director
Paul Goodrich, Transportation Engineer
Sgt. Michael Paraskeva, Orem PD Neighborhood Preservation Unit
Chris Tschirki, Public Works Director
Neal Winterton, Water Resource Division Manager



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INTRODUCTION

1

Vision Statement

"We support responsible development that maintains our neighborhood's inclusive, residential feel. We are dedicated to maintaining the neighborhood's safe, clean, and inviting nature and promoting the preservation of parks and open spaces. We strive to improve public transit and enhance the overall walkability of our neighborhood streets."

Stonewood and Lakeridge Neighborhood Residents

1.1 PURPOSE

The Stonewood and Lakeridge Neighborhood Plan ("the plan") was created by participating neighborhood residents and Orem City planning staff. It was developed to create neighborhood specific plans and is in harmony with all other plans adopted by the City.

The plan communicates the values and interests of neighborhood residents and serves as a guideline for future growth, development, and preservation. Furthermore, it encourages the creation of aesthetically pleasing neighborhoods and public spaces that enhance the community. It also addresses the needs, concerns, and potential impacts of land use, transportation, economic development, and preservation of the neighborhoods.

1.2 HISTORY

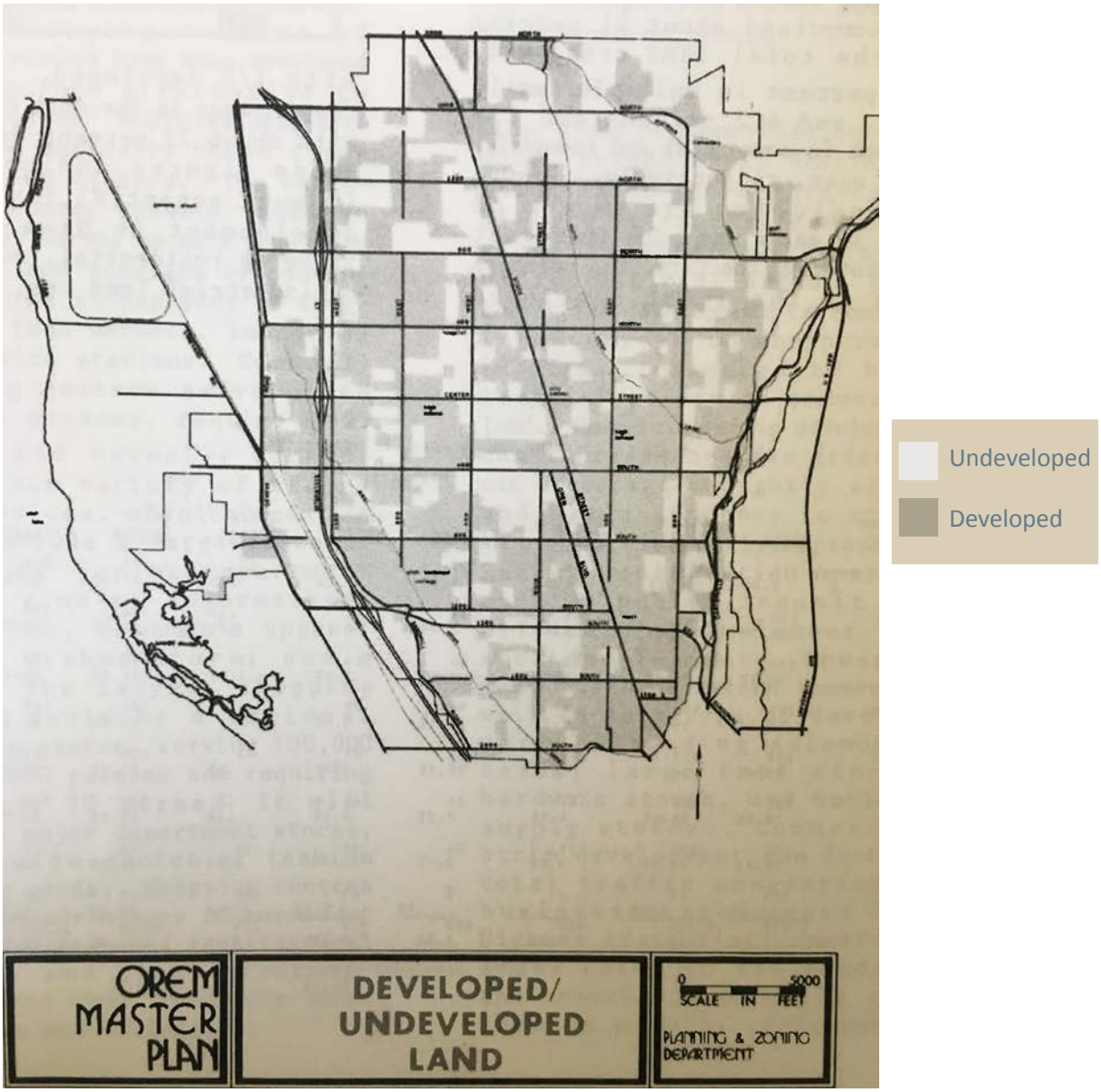
Prior to its incorporation, Orem was known as the "Provo bench," and its fetrile orchards and farmlands were prime areas for growing fruit. Because of this, Provo (and its bench) became known as the Garden City of Utah.

Unlike many Utah towns and cities, Orem was not originally laid out in a grid pattern. Most of Orem's development came about via homesteading along the main highway and other major roads. As farmland along roads was taken, farmers settled in other parts of the bench, creating a network of rural roads. This type of development is unlike that usually seen in Utah; often Utah leaders encouraged settlers to live in the city center and cultivate farmland outside the City's limits.

Image of the old Spencer School, taken in 1920



Figure 1.1 Developed and Undeveloped Land in Orem in 1981



Today, the Stonewood and Lakeridge neighborhoods still contain some of Orem's oldest residential and commercial properties, as well as a few remaining orchards and farmlands from earlier times. Many of the older houses that are located in these neighborhoods were built as farmhouses on large plots of agricultural land. The Stonewood and Lakeridge neighborhoods have continued to flourish with the construction of the SCERA Center for the Arts in 1933 and the development of University Mall in 1973. During these times, the predominantly agricultural lands seen in the Stonewood and Lakeridge neighborhoods were transformed from orchards and fields to single family residential homes and commercial areas. **Figure 1.1** shows a clipping from the City of Orem's 1981 Master Plan, describing the availability of undeveloped

Figure 1.2 Rural farmland along the Orem Interurban



land in the City. As can be seen, there was quite a lot of developable land available in 1981. Today, developable land is limited within the Stonewood and Lakeridge neighborhoods and the majority of the remaining vacant sites within the City are brownfield areas in the western part of the City near the Geneva Road corridor.

1.3 NEIGHBORHOOD VISION

The City of Orem's motto is "Family City USA." Over the years, Orem has become just that. In 2018, Money Magazine ranked the City as one of the best places to live in Americ a.[1] Claudia Wallis, editor of TIME's book Healthiest places to Live, called Orem one of the best places in America for spiritual well-being.[2] Residents feel that these mottos capture the unique identity of the City spot on and hope that Orem continues to be known for its safety, cordiality, and inviting nature.

The Stonewood and Lakeridge neighborhoods have helped establish this reputation. As **Figure 1.3** shows, the neighborhoods have a mix of neighborhood resources and amenities that provide a great quality of life, not only for families but for all residents. This neighborhood plan identifies the following vision that preserves this quality of life for future generations:

"We support responsible development that maintains our neighborhood's inclusive, residential feel. We are dedicated to maintaining the neighborhood's safe, clean, and inviting nature and promoting the preservation of parks and open spaces. We strive to improve public transit and enhance the overall walkability of our neighborhood streets."

1. Adam Auriemma. The Best Places to Live in America. http://money.com/money/collection/2018-best-places-to-live/. 9/17/2018.
2. Sahaj Kohli. 10 of the Healthiest Places to Live in America. http://www.huffingtonpost.com/2014/08/06/healthiest-places-to-live-in-america_n_5648452.html. 7/14/2014.

Figure 1.3 Neighborhood Landmarks





2 DEMOGRAPHICS

Purpose

Understanding the demographic makeup of the neighborhoods is important to residents and City officials for its future planning. This data can be used to understand the general characteristics of residents when planning for future projects. In short, it shows the population and housing composition of these neighborhoods. This section contains data gathered from various sources including the U.S. Census and American Community Survey.

2.1 CENSUS DATA

This section provides a demographic overview for the Stonewood and Lakeridge neighborhoods. The data in this section originates from the American Community Survey (ACS). The ACS is an ongoing, annual survey completed by the U.S. Census Bureau and is used by many public-sector, private-sector, and not-for-profit stakeholders to allocate funding, track shifting demographics, plan for emergencies, and learn about local communities. This data provides demographic information that was previously available only every ten years when a decennial census was conducted.

In order to balance geographic resolution, temporal frequency, statistical significance, and respondent privacy, the ACS estimates are released in either one, three, or five year datasets. When examining smaller geographies, such as neighborhoods, five year datasets are utilized. Unless otherwise stated, the data in this

Figure 2.1 Neighborhood Block Groups

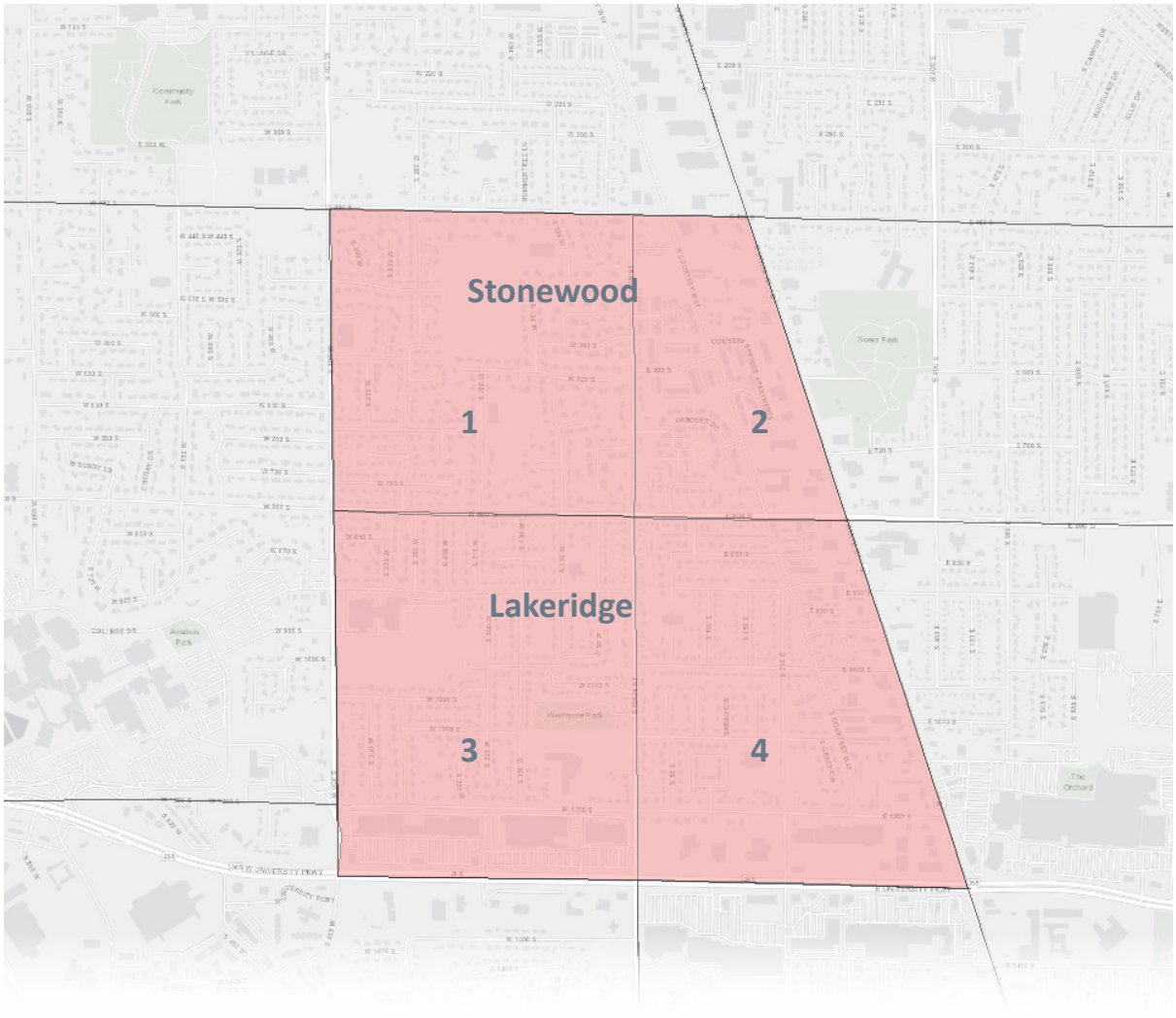
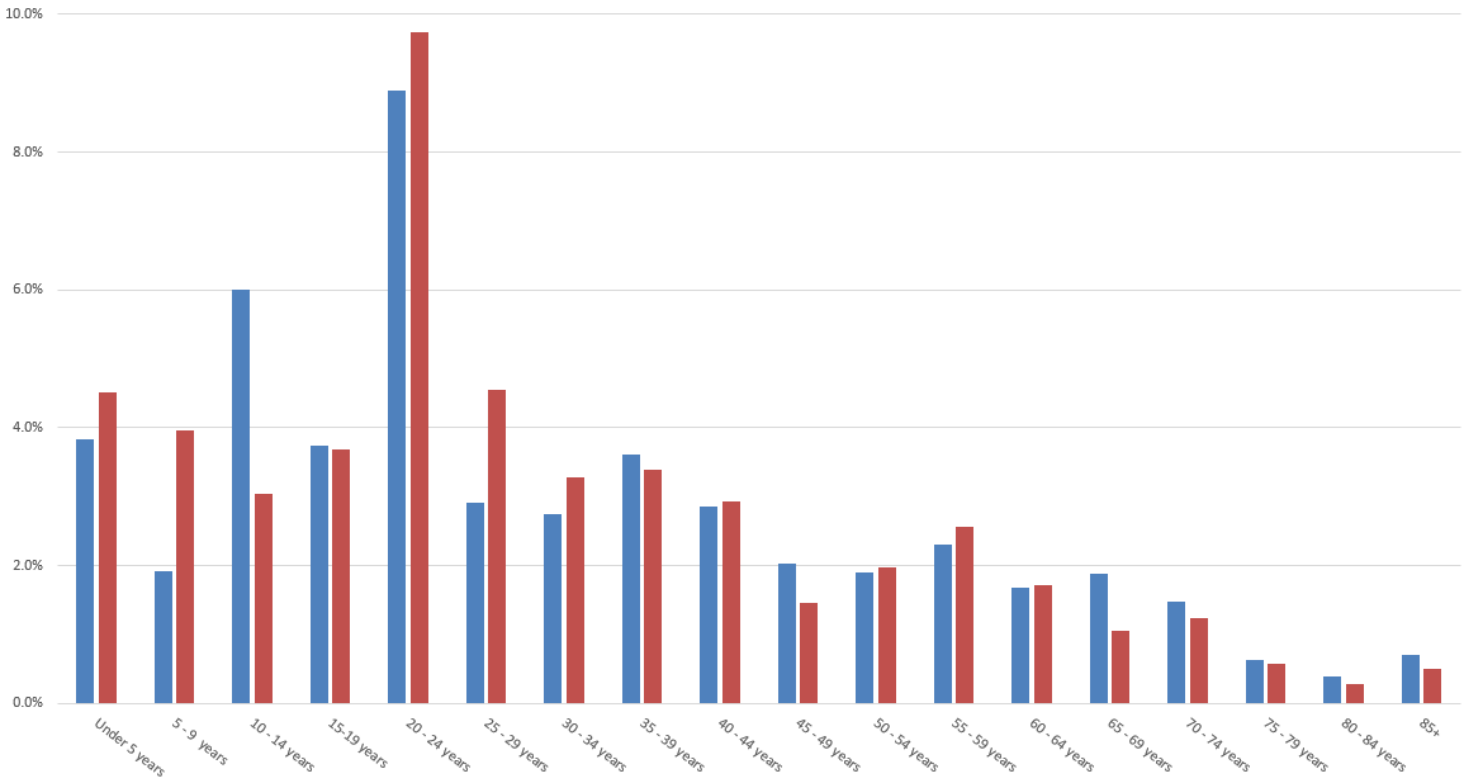


Figure 2.2 Population Characteristics



section is five year data presented at the block group level and released in 2017.

A block group is a geographical unit used by the Census Bureau and is between a tract and a block in size. **Figure 2.1** depicts the block groups associated with the neighborhoods. These block groups have been labeled 1-4 and their boundaries correspond nicely with the neighborhood boundaries.

2.2 POPULATION

Figure 2.2 displays population characteristics for Stonewood and Lakeridge on the basis of age and sex. The total population for the neighborhood is 9,982, with approximately 51% male and 49% female. As is evident from the chart, the neighborhoods show higher percentages of younger populations than older populations with little variation between percent male versus. female in each age group.

Table 2.1 also displays tabular population characteristics for the neighborhoods. As is evident,

the largest age group is 20-24 years old at 9.7% of the total population followed by those aged 25-29 years old at 4.6%. This shows that students and recent graduates make up a significant portion of the neighborhoods. The percentage of population under the age 20 is 15.2%, which is consistent with the population trends seen in Utah County of large percentages of young populations.

Figure 2.3 displays population characteristics for Stonewood and Lakeridge on the basis of race and ethnicity. The majority of the population is white (88%), with Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian or other Pacific Islander, two or more races, or some other race making up the remaining 12%.

Figure 2.4 displays the range of median household incomes seen in Stonewood and Lakeridge. As is evident, there is a range in median household incomes within the neighborhood with incomes ranging from less than $10,000 per year to greater than $200,000 per year. The median household income bracket with the highest percentage of residents is $75,000 to $100,000, encompassing over 15% of the Stonewood and Lakeridge population.

Table 2.1 Population Characteristics

	Male	Female	Total	Percent of Total
Under 5 years	451	382	833	4.5%
5 - 9 years	395	192	587	4.0%
10 - 14 years	304	599	903	3.0%
15 - 19 years	367	373	740	3.7%
20 - 24 years	972	887	1859	9.7%
25 - 29 years	455	290	745	4.6%
30 - 34 years	327	274	601	3.3%
35 - 39 years	339	361	700	3.4%
40 - 44 years	292	286	578	2.9%
45 - 49 years	145	203	348	1.5%
50 - 54 years	198	190	388	2.0%
55 - 59 years	256	230	486	2.6%
60 - 64 years	172	167	339	1.7%
65 - 69 years	106	187	293	1.1%
70 - 74 years	124	147	271	1.2%
75 - 79 year	57	63	121	0.6%
80 +	79	111	190	0.8%

Figure 2.3 Population Characteristics - Race and Ethnicity

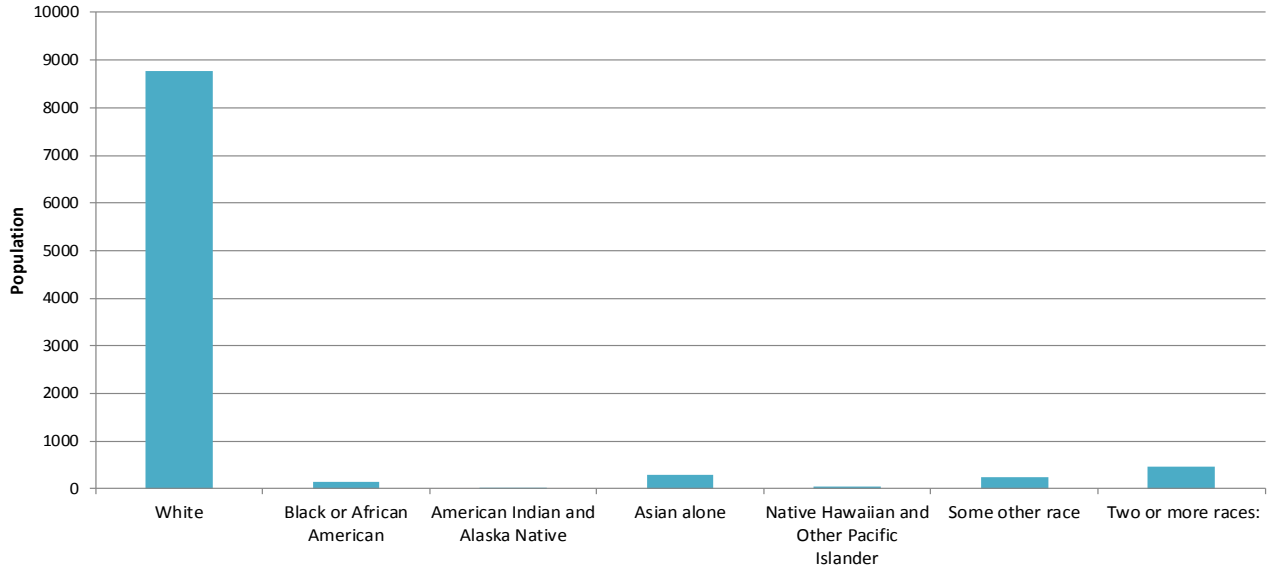
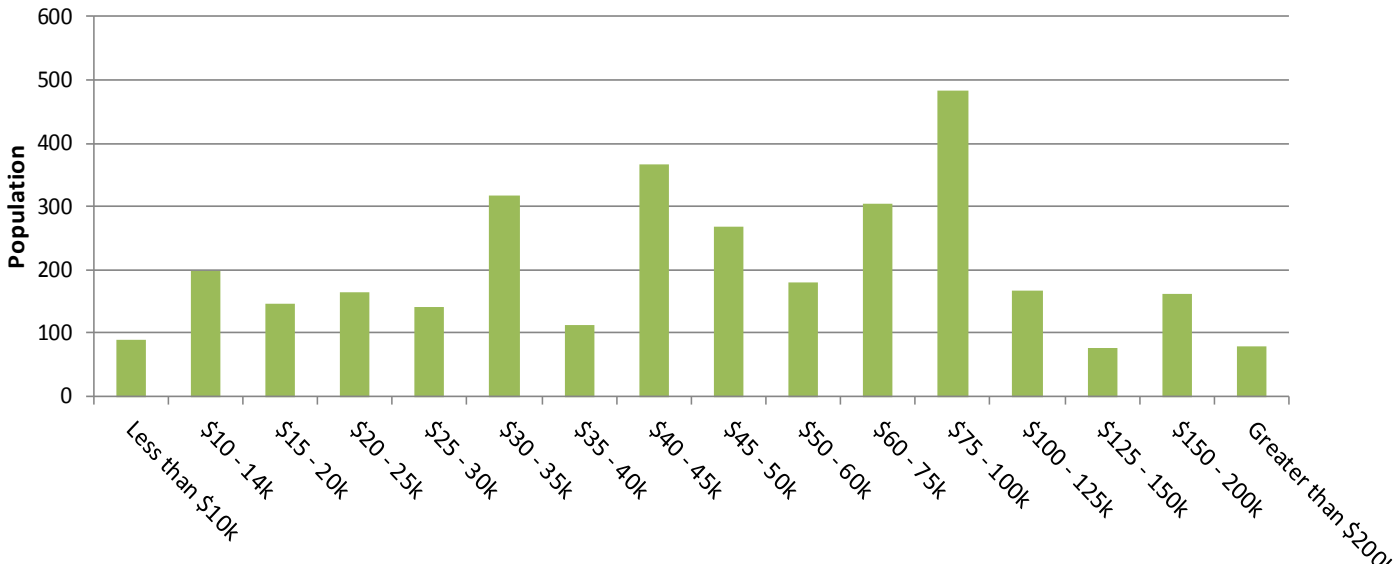


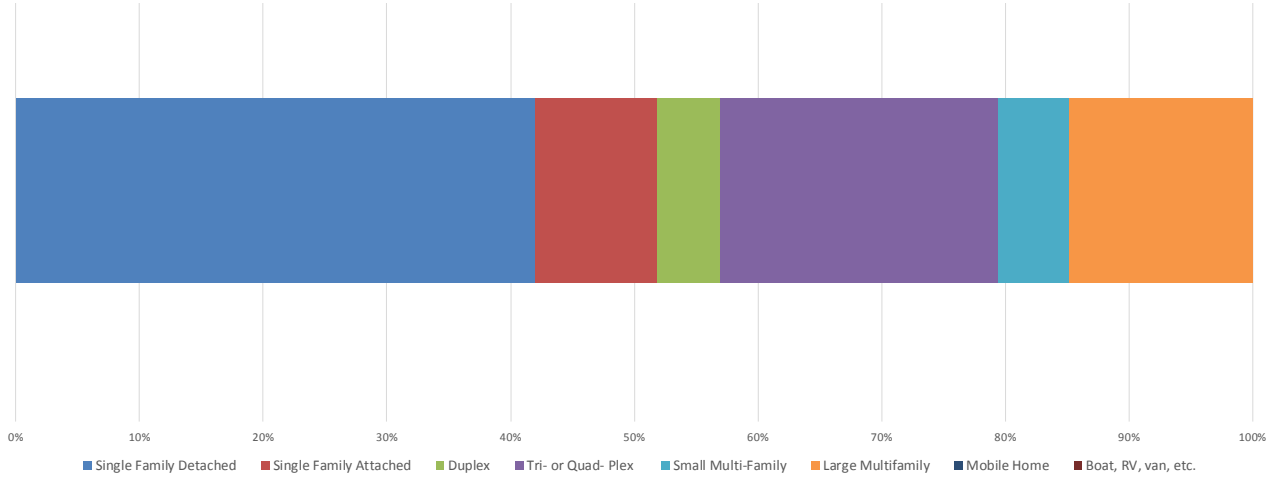
Figure 2.4 Population Characteristics - Median Household Income



2.2 HOUSING

There are an estimated 3,367 housing units in Stonewood and Lakeridge. **Figure 2.5,** on the following page, displays the housing characteristics in the neighborhood in terms of housing typology. The majority of houses in the neighborhood are single family detached (42%), followed by tri- or quad-plex (23%) and large multi-family (15%). This points to the recent focus on high-

Figure 2.5 Housing Typology



density development in the neighborhood on the major thoroughfares.

Figure 2.6 displays housing characteristics in the neighborhood in terms of occupancy rates. As would be expected with the Stonewood and Lakeridge neighborhoods being such popular areas to live, the vacancy rate is very low with 3% vacancy and 97% occupancy. The national average vacancy rate was approximately 10% in 2017. Low vacancy rates typically cause rents to be relatively high due to the increased demand and lack of supply. This phenomenon is seen throughout most of Orem and Utah Valley in general where the demand is high for both rentals and for-sale homes.

Figure 2.7 displays housing characteristics in the neighborhood in terms of tenure – i.e. owner vs. renter occupied. Properties in Stonewood and Lakeridge are predominantly renter occupied (59%) vs. owner occupied (41%). These ratios are slightly reversed from the Orem and Utah County norm with a much higher percentage of renters.

Figure 2.6 Housing Occupancy

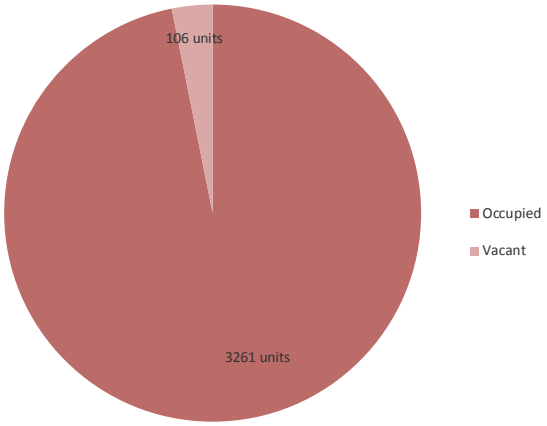


Figure 2.7 Housing Tenure

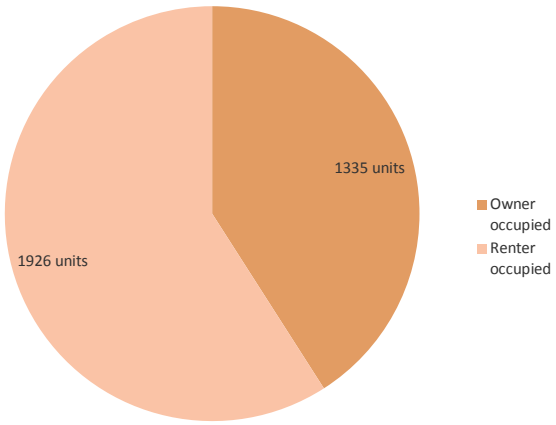


Figure 2.8 Housing Year Built

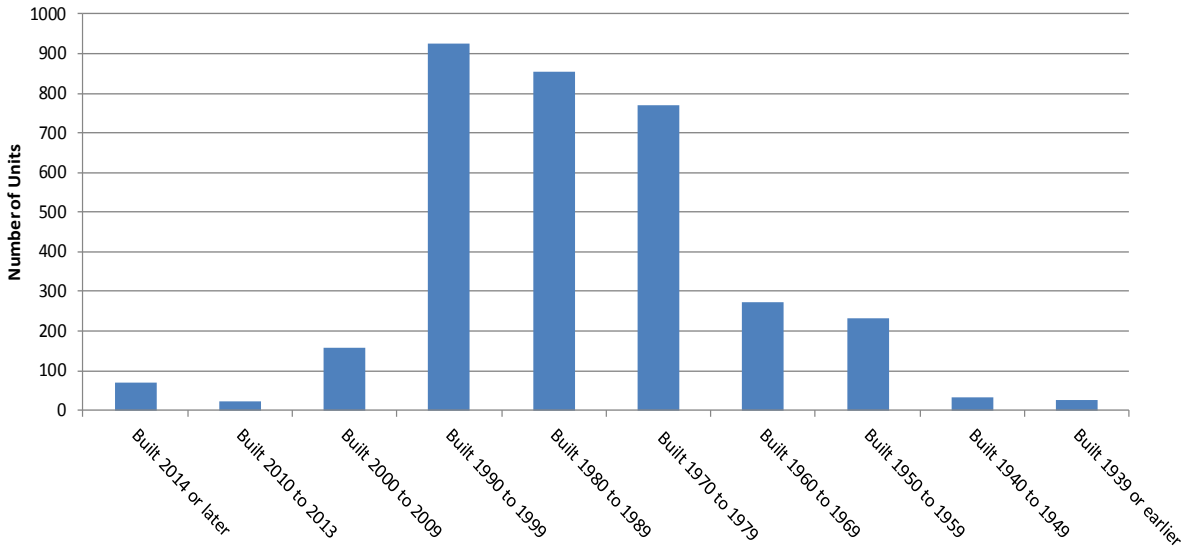
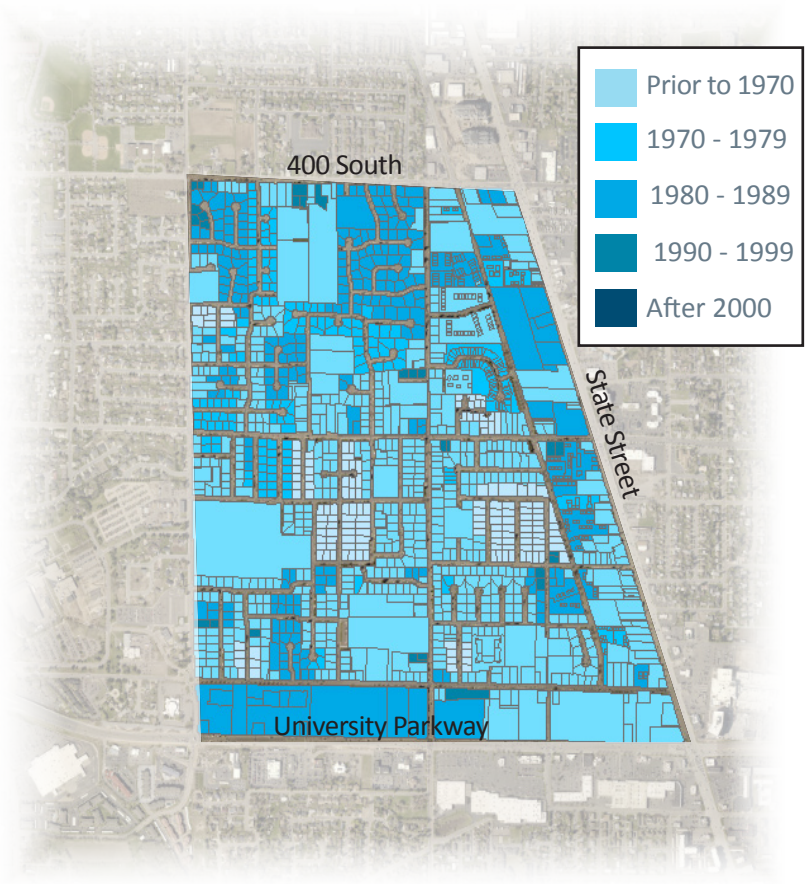


Figure 2.8 displays housing characteristics in the neighborhood in terms of the year houses were built. The majority of houses in Stonewood and Lakeridge were built between 1990 and 2000, but the neighborhood does contain a considerable number of houses that were built as early as 1940 and as late as 2014. This attests to the neighborhood's history as well as to the considerable development the area has seen recently. **Figure 2.9** shows a map of the development history within the neighborhoods.

Figure 2.9 Development History





LAND USE

3

Goals

1. Work with Utah Valley University to limit expansion into the neighborhoods by encouraging upwards growth instead of outwards growth.
2. Support the City's goal of prohibiting zone changes in single family residential areas and only build high density housing in the State Street Districts, west of I-15, and on the current Utah Valley University campus.
3. Create better guidelines in the land use ordinance for buffer zones between commercial and residential land uses on all corridors, but especially on State Street, University Parkway, and areas near Utah Valley University, including implementing additional requirements on design, building height step downs, and landscaping.
4. Maintain a safe, clean, and family-friendly neighborhood through neighborhood policing, code enforcement, and yard maintenance requirements.
5. Support the preservation of green space as remaining areas develop.

3.1 CURRENT LAND USE

The Stonewood and Lakeridge neighborhoods contain a mix of uses (see **Figure 3.1**). Alongside the State Street and the University Parkway corridors, uses are predominantly commercial. Elsewhere in the neighborhoods, uses are predominantly low density residential.

There are a few areas within the Stonewood and Lakeridge neighborhood that are part of the State Street Master Plan Districts (see page 24). These districts are located at the junction of State Street and University Parkway ("The Hub" district) and between 400 South and 800 South on State Street ("The Arts district"). The goal of these districts is to promote higher density development that contains a mix of well-designed residential and commercial. These districts are regulated by strict standards that mandate certain architectural styles and open space provisions to promote well-managed development that fits with the City's goals.

A fair amount of the residential development in the neighborhoods was built prior to 1980 (see **Figures 2.8-9**). Several residential dwellings were added between 1971 and 1990. Since 1990, most of the new residential development has been infill development in existing neighborhoods, as well as new multifamily structures located along State Street.

Figure 3.1 Current Land Use

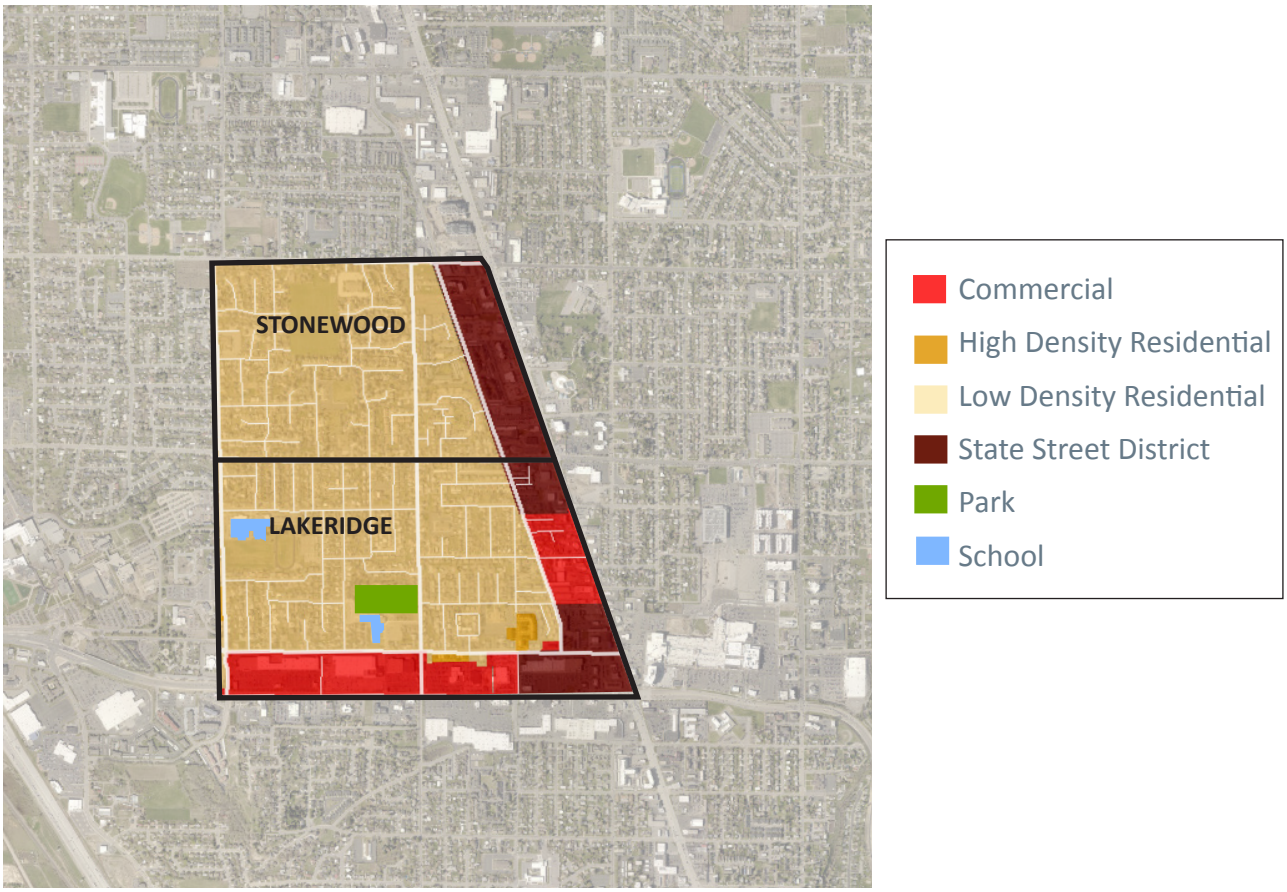
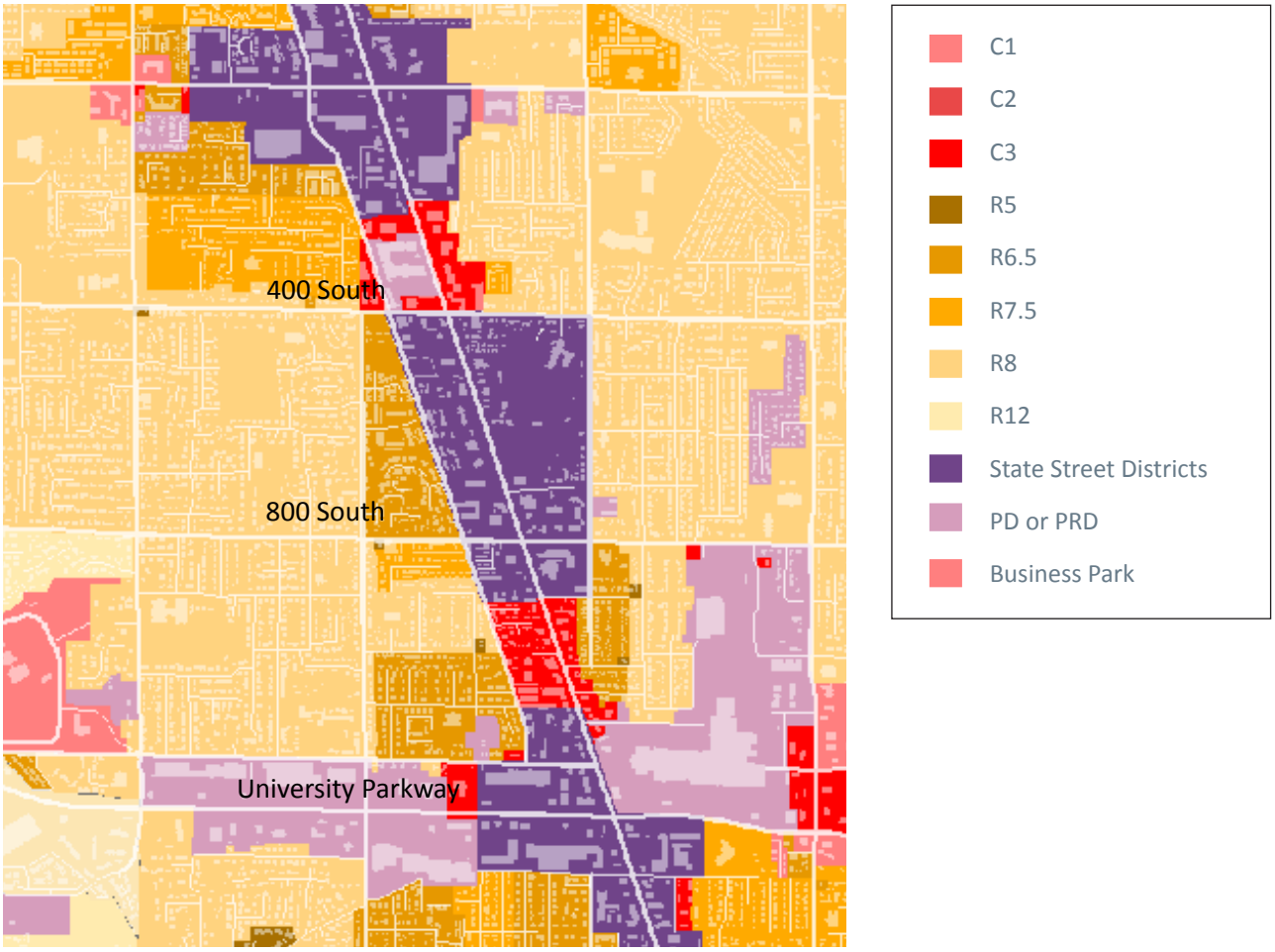


Figure 3.2 Current zoning



3.2 CURRENT ZONING

The Stonewood and Lakeridge neighborhoods have several different types of residential and non-residential zones. **Figure 3.2** provides a map of the current zoning. A brief description of the zones covering the neighborhoods is as follows. More information on each zone can be accessed online at http://online.encodeplus.com/regs/orem-ut/.

- Commercial - The Commercial zone contains three different zones: C1, C2, and C3. The C1 zone was established to promote non-retail commercial uses, such as offices and financial institutions, as the primary use and to encourage development in a manner that is compatible with adjacent residential uses. The C2 zone was established to promote commercial and service uses for general community shopping. The C3 zone was established to encourage and enhance the development of commercial complexes with multiple tenants in a way that contributes to the positive character of the City of Orem and the surrounding region.
- State Street Districts - The Districts are regulated by unique land use ordinances that promote new retail, office, and residential development. These land

use ordinances contain extensive design standards that mandate certain architectural styles and the inclusion of public space areas to create desirable nodes within the State Street corridor. More details on the Districts can be found in the next section.

- PD and PRD - The purpose of the Planned Development (PD) and the Planned Residential Development (PRD) zones is to provide flexibility in the City's zoning scheme in order to allow for unique and well-planned developments that would not be possible under one of the City's existing zoning classifications. PD zones can incorporate both commercial and residential land uses.
- R5 - The R5 zone was formerly established to promote medium density residential uses with a minimum lot size of 5,000 square feet per lot. All provisions of the City Code applicable to the R5 zone shall continue to apply to all parcels that are currently zoned R5. However, since 2004, the R5 zoning designation is no longer applied to any additional property within the City.
- R6.5 - The R6.5 zone was established to promote medium density residential uses with minimum lot sizes from 6,500 square feet. Some additional other uses are allowed which are compatible with the character of the zone.
- R7.5 - The R7.5 zone was established to promote low-medium density residential uses with minimum lot sizes from 7,500 square feet. Some additional other uses are allowed which are compatible with the character of the zone.
- R8 - The R8 zone was estalished to promote low density residential uses with minimum lot sizes from 8,000 square feet. Some other uses are allowed which are compatible with the zone.
- R12 - The R12 zone was estalished to promote low density residential uses with minimum lot sizes from 12,000 square feet. Some other uses are allowed which are compatible with the zone.



Thousands Attended the 2017 Orem Harvest Fesitival at the Orem Community Hospital

Figure 3.4 Urban Sidewalk Design from the Orem General Plan 2011



3.3 FUTURE LAND USE PLANS

City of Orem General Plan 2011

The 2011 General Plan outlines major goals and visions for the City of Orem. It addresses issues related to land use, transportation, housing, urban design, economics, public facilities, and parks. The Plan includes objectives which will guide future development and decisions affecting the Stonewood and Lakeridge neighborhoods. These goals include:

- Utilizing low density residential zones and single-family homes as the backbone of housing stock.
- Supporting Planned Residential Development (PRD) zones to create diverse and quality housing for citizens while still requiring development to be built to higher standards.
- Promoting active transportation methods such as bicycle and pedestrian paths where safe or appealing to increase connections between parks, open spaces, and schools (see **Figure 3.4**).

State Street Corridor Master Plan 2015

This plan was developed to establish a long term vision for the future redevelopment of the State Street corridor. Recognizing its importance as a transportation and business arterial in the City and Utah County, there is concern about how the corridor will continue to develop to meet the needs of local residents and regional demands.

The plan addresses topics such as transportation,

housing, economic development, infrastructure improvements, urban design, transit, and open space. Some of the key elements of the plan relevant to these neighborhoods include:

- Creating the Arts District between 400 South and 800 South on State Street and the Hub District at the intersection of State Street and University Parkway (see **Figure 3.5**). The Districts are regulated by unique land use ordinances that promote new retail, office, and residential development. These land use ordinances contain extensive design standards that mandate certain architectural styles and the inclusion of public space areas to create desirable nodes within the State Street corridor.
- Concentrating new growth and redevelopment in the Districts while maintaining existing zoning on other parts of the State Street corridor.
- Providing the flexibility to incorporate future transit on the regional corridor and develop a safe and complete bike-way along State Street.
- Encouraging local retail development with a focus of providing everyday services to the adjacent neighborhoods. This would include maintaining existing grocery uses, restaurants, and other services while developing opportunities for appropriate office uses such as small-scale medical

Figure 3.5 State Street Master Plan Canyon Crossing and City Center Districts

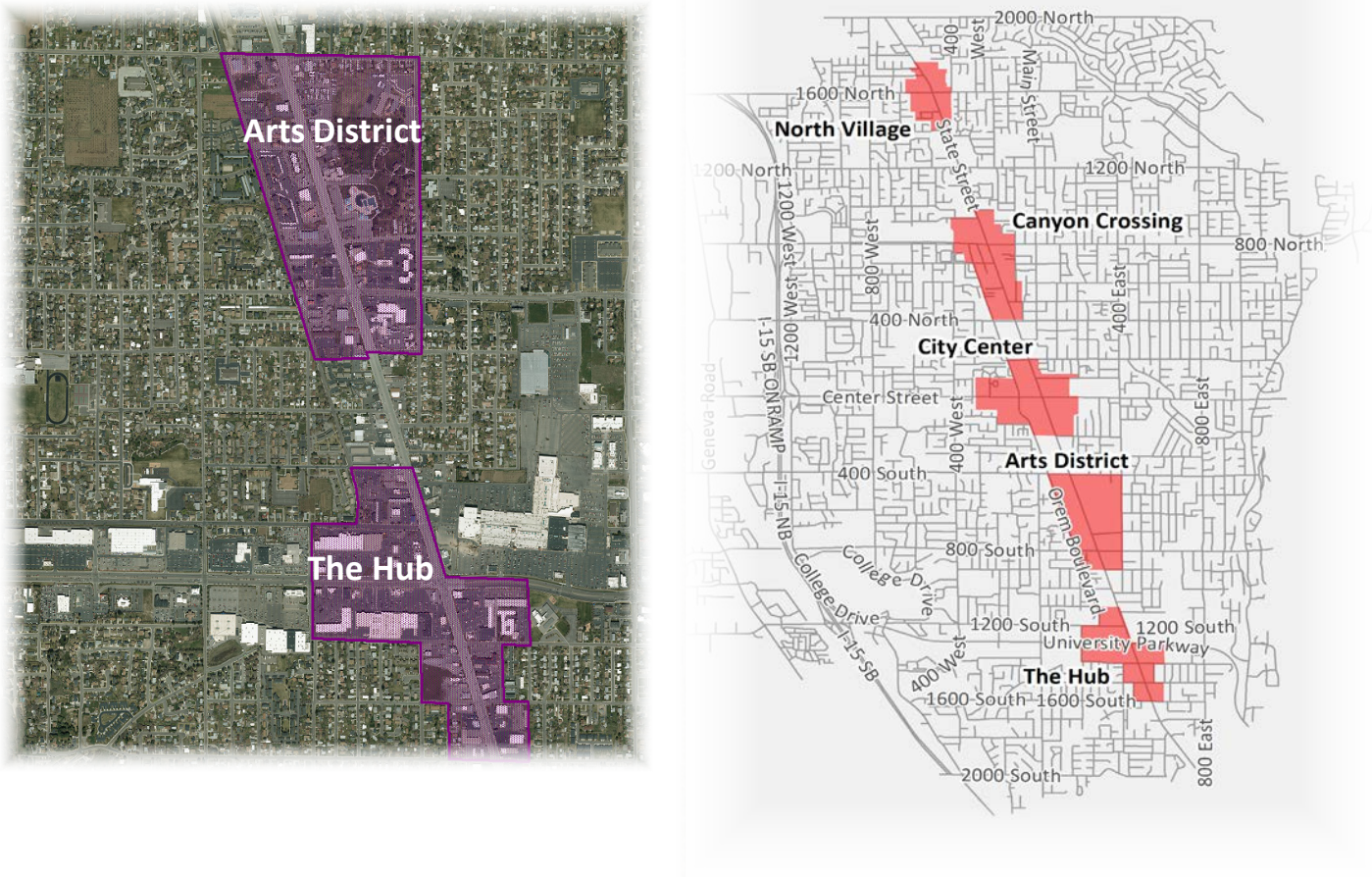


Figure 3.6 State Street Master Plan Arts District Hypothetical Growth



or professional office space.

- Appropriately buffer new developments from existing neighborhoods through a myriad of urban design tools, including building siting, setbacks, step downs, density restrictions, landscaping, signage, lighting, and other design elements. This will allow for future growth while preserving the character of single family neighborhoods wherever possible.

3.4 Goals

The major goals of the Stonewood and Lakeridge neighborhoods related to land use are:

1. Work with Utah Valley University to limit expansion into the neighborhoods by encouraging upwards growth instead of outwards growth.
2. Support the City's goal of prohibiting zone changes in single family residential areas and only build high density housing in the State Street Districts, west of I-15, and on the current Utah Valley University campus.
3. Create better guidelines in the land use ordinance for buffer zones between commercial and residential land uses on all corridors, but especially on State Street, University Parkway, and areas near Utah Valley University, including implementing additional requirements on design, building height step downs, and landscaping.
4. Maintain a safe, clean, and family friendly neighborhood through neighborhood policing, code enforcement, and yard maintenance requirements.
5. Support the preservation of green space as remaining areas develop.



TRANSPORTATION 4

Goals

1. Perform a study on 400 South and 400 West to determine if bike lanes are necessary or if the extra space could be better used as a center turn lane.
2. Implement safe pedestrian crosswalks at busy intersections and schools, such as at the Lakeridge Junior High School at 300 West and 800 South.
3. Explore and develop transportation alternatives on 400 West and 800 South to accommodate future increases in traffic, including implementation of new bus routes.
4. Implement traffic calming measures, such as raised crosswalks and pedestrian refuges, on 800 South, 400 South, and 400 West.
5. Explore the possibility of creating bike routes on quieter streets, such as cul-de-sacs, to increase bicyclist safety and connectivity of routes.

4.1 EXISTING NETWORK

As with other parts of Orem, the Stonewood and Lakeridge neighborhoods have a tiered or classed roadway system. Within and surrounding these neighborhoods there are arterials, collectors, and local roads. In addition to these public roads there may be private roads, which are not owned or maintained by the City.

As demonstrated in **Figure 4.1,** State Street is a principal arterial, meaning this roadway has been designed to carry a high level of traffic and to serve the larger region, connecting cities across Utah County. State Street is one of a few public roadways in Orem where the right of way belongs to the State, not the City, and is managed by the Utah Department of Transportation (UDOT). This limits what the City can do with these roads. However, in cooperation with UDOT, there are plans to improve the functionality of State Street, including adding future bike lanes along certain sections and improving sidewalk amenities.

Along with State Street, University Parkway is classified as a principle arterial. 400 South, 800 South, 1200 South, Orem Boulevard, and Main Sreet serve as minor arterials. All other roadways are considered local roads. **Figure 4.2** illustrates the speed limits on all roadways in the Neighborhoods. Typically, the functional classification system displayed in **Figure**

Figure 4.1 Roadway Classifications

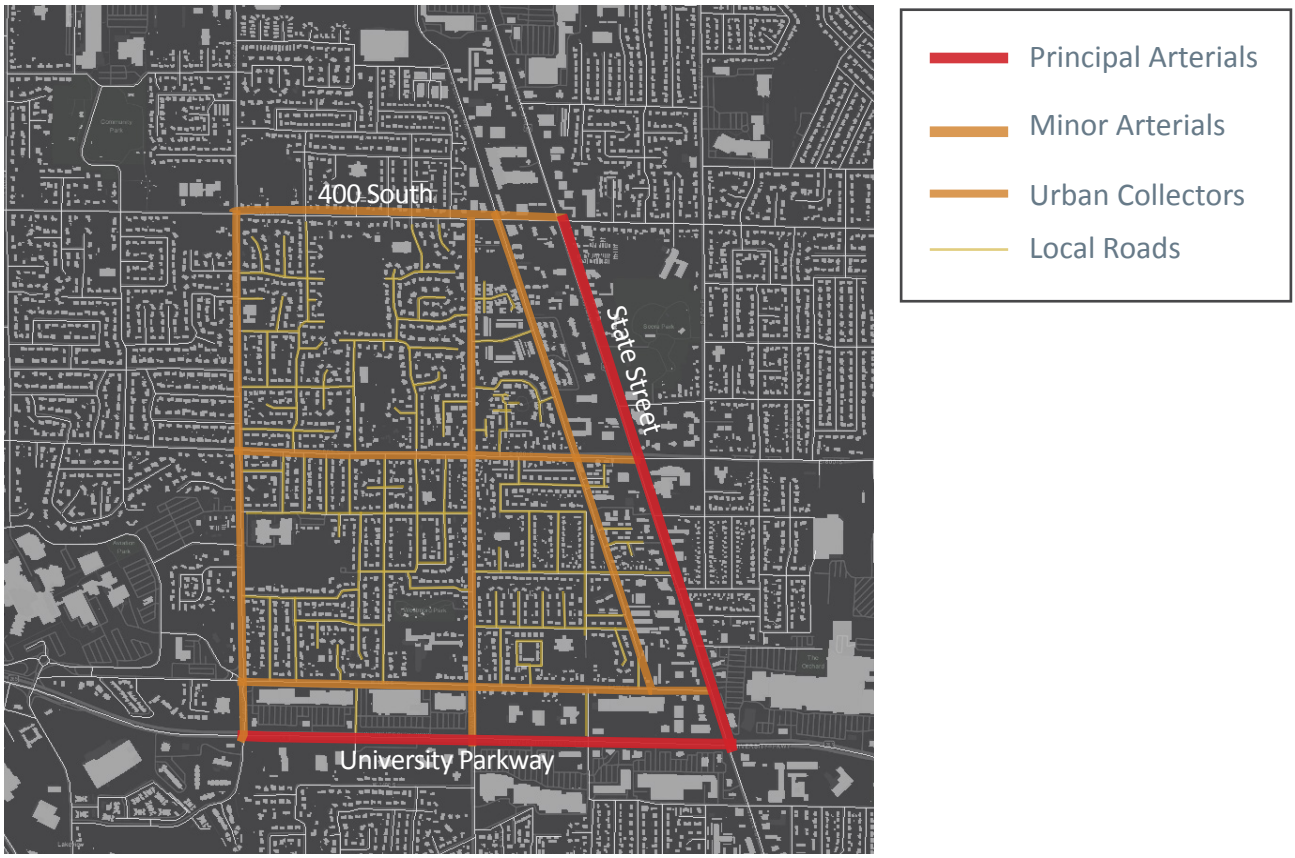


Figure 4.2 Roadway Speed Limits

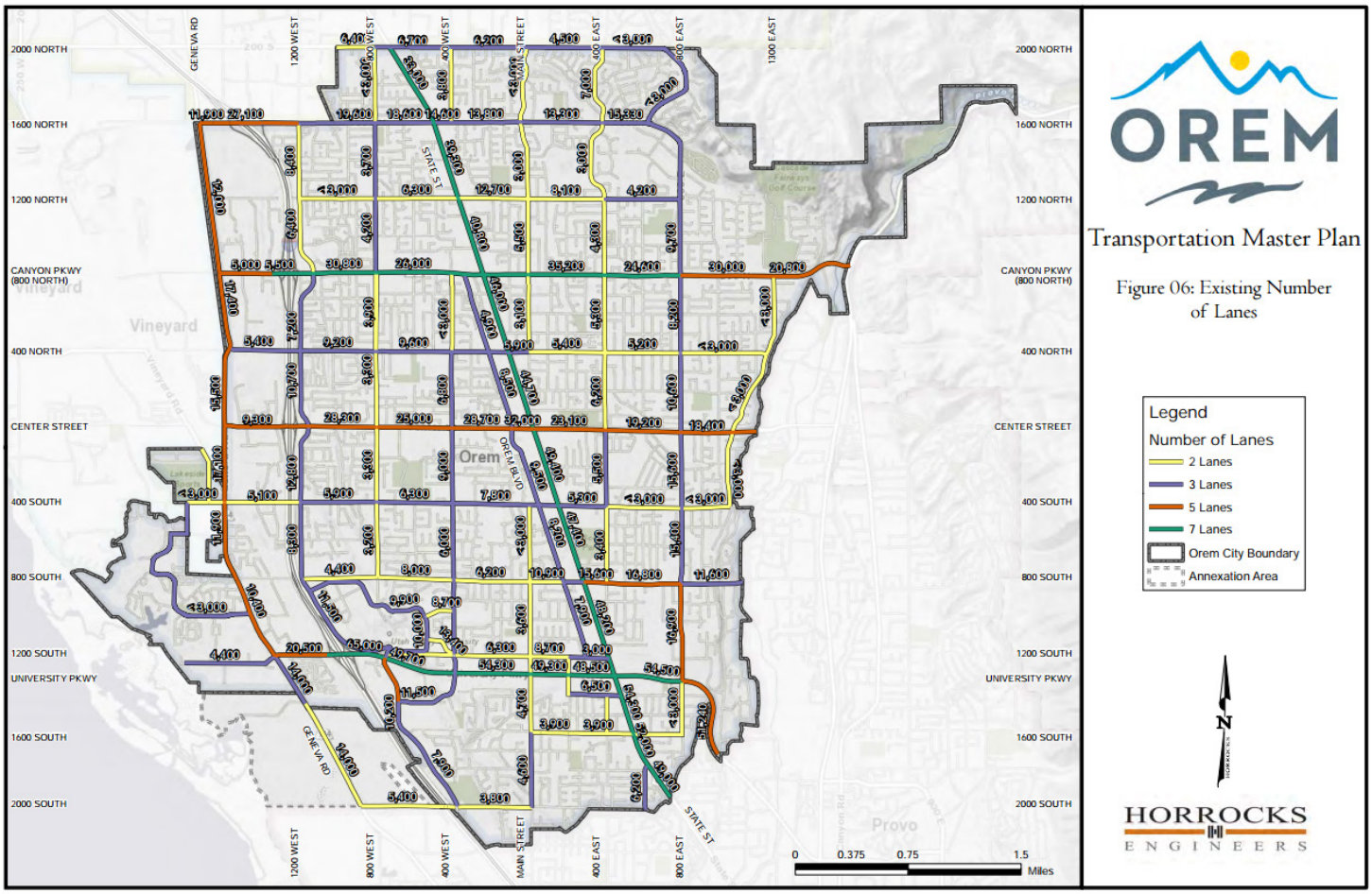


4.1 will correspond with varying speed limits. Urban collectors often have a speed limit of 30 MPH or less, being designed wider than local roads with the ability to safely handle higher traffic volumes and speeds whereas principal arterials often have a higher speed limit due to increased traffic loads.

The amount of traffic volume on a roadway on a given day is known as the Annual Average Daily Traffic (AADT). The AADT for the major roadways in the neighborhoods can be seen on **Figure 4.3.** Corresponding with the functional classifications, arterials and urban collectors are shown to have higher AADT than local roads. Part of the reason is that traffic will naturally flow along routes designed for higher traffic volumes. A priority for residents is maintaining good traffic flow in the neighborhoods, and they expressed the desire to investigate adjusting speed limits in an attempt to promote safety and walkability along busier streets.

Another major concern mentioned by residents was roadway safety. **Figure 4.4** depicts the accidents that have occurred in the neighborhoods over the course of a year (2015). Due to the challenge of overlapping points, the number of accidents graphically displayed understates the actual numbers. On the streets

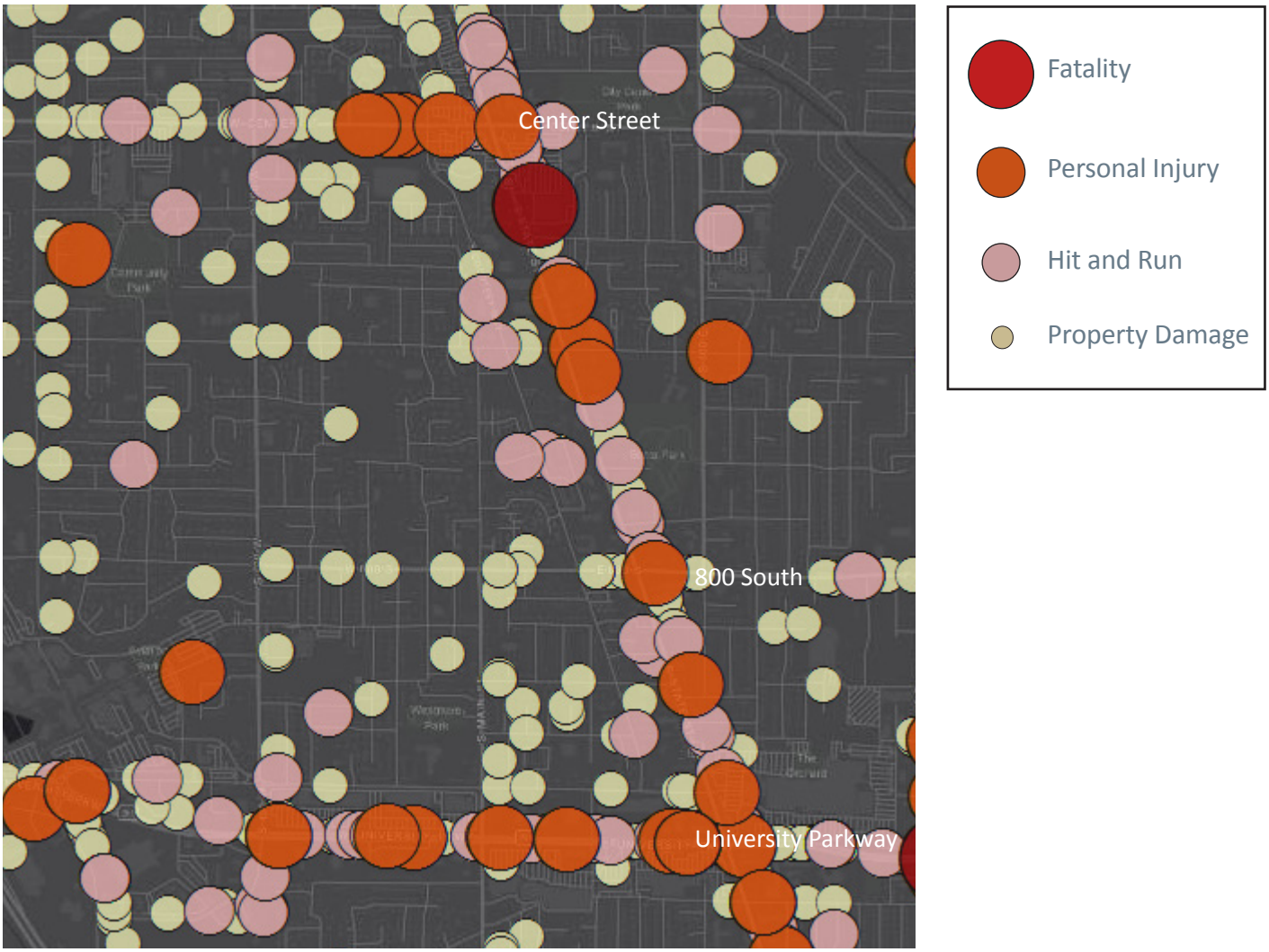
Figure 4.3 Annual Average Daily Traffic Counts, 2015



associated with the neighborhoods, there were a total of 655 accidents in 2015; 559 classified as property damage accidents, 76 classified as hit and run, and 20 classified as personal injury accidents, and one fatality. Of this total, roughly 55% occured on University Parkway, 36% occurred on State Street, 3% occurred on 800 South, 3% occurred on 400 West, and only 3% occured on all other streets.

Many of the accidents which took place on the major corridors were reportedly right angle crashes resulting from left-turns across on coming traffic. This is one of the reasons why UDOT and the City are exploring the possibility of adding medians in the future along portions of State Street.

Figure 4.4 Reported Accidents, 2015



4.2 FUTURE PLANS

Street Connection Master Plan 2014

This plan outlines the City's long term goals to complete street connections and missing road segments throughout the City. Key areas are outlined to be completed as the need arises and development occurs. One of the major goals of the plan is to promote the completion of these connections with new development fees to relieve the taxpayer of the cost of completing these streets. A number of connections were completed throughout the neighborhoods in recent years. These connections create a better street network and help with overall connectivity.

Further connections will be created as remaining properties develop. This plan identifies several locations in the neighborhoods where future connections may occur (see **Figure 4.5** on the following page**)**. This plan will be updated in the future to address the possibility of new street connections. Future plans for the State Street Districts will likely be among those new street connections.

Transportation Master Plan 2015

This plan outlines the City's long term transportation goals and plans. **Figure 4.6**, on the following page, displays a map from the plan showing the proposed status of the roadway network in 2040. Future roadway improvements that will impact the neighborhoods include the expansion of 800 South and Center Street, as well as multiple planned intersection improvements.

4.3 BICYCLES & PEDESTRIANS

Figure 4.7, on page 30, shows the existing and future bicycle and pedestrian lanes, routes, and paths found in the neighborhoods. As the map indicates, the existing bicycle and pedestrian network is somewhat limited, with bike lanes only on 800 East and University Parkway. There are plans for this network to be expanded, with bike lanes proposed for Center Street, 400 South, 800 South, 400 East, and 800 East, as well as for many of the other arterials in the neigborhood. As this expansion occurs, residents expressed the desire for improvements to be high quality and safe. More than just paint on the road, residents want to see traffic calming improvements that make bicyclists and pedestrians feel invited and safe, such as bike lane buffering and landscaping.

Figure 4.5 Street Connection Master Plan

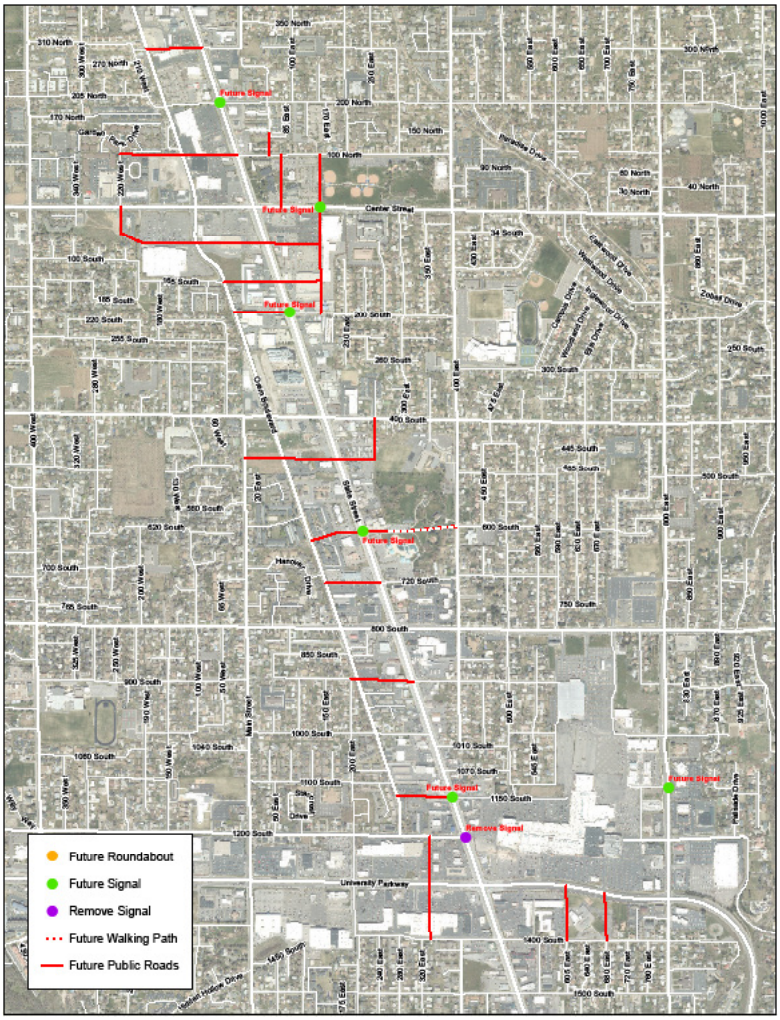
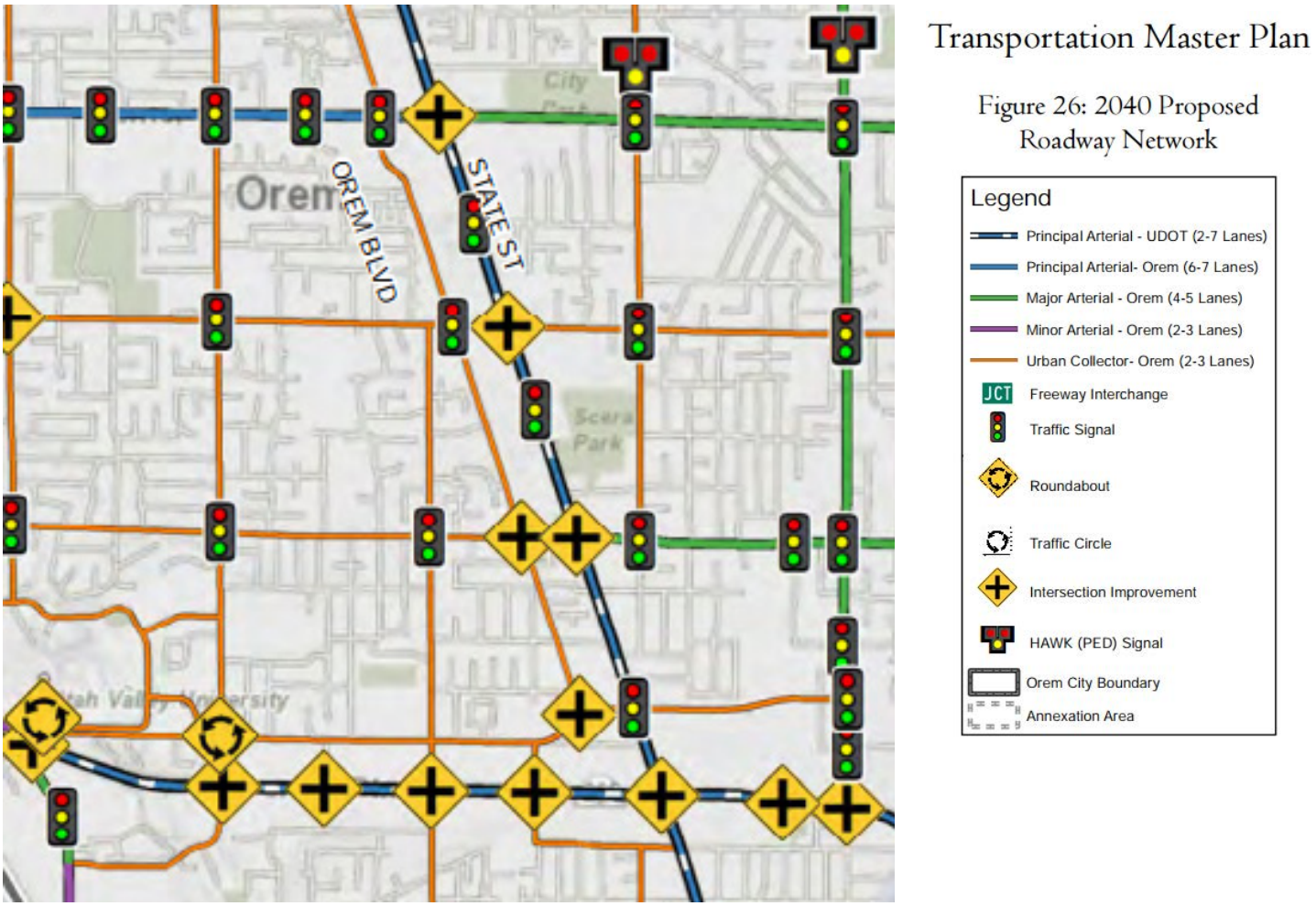


Figure 4.6 Transportation Master Plan 2040 Proposed Roadway Network



4.4 Goals

The major goals of the Stonewood and Lakeridge neighborhoods related to transportation are:

1. Perform a study on 400 South and 400 West to determine if bike lanes are necessary or if the extra space could be better used as a center turn lane.

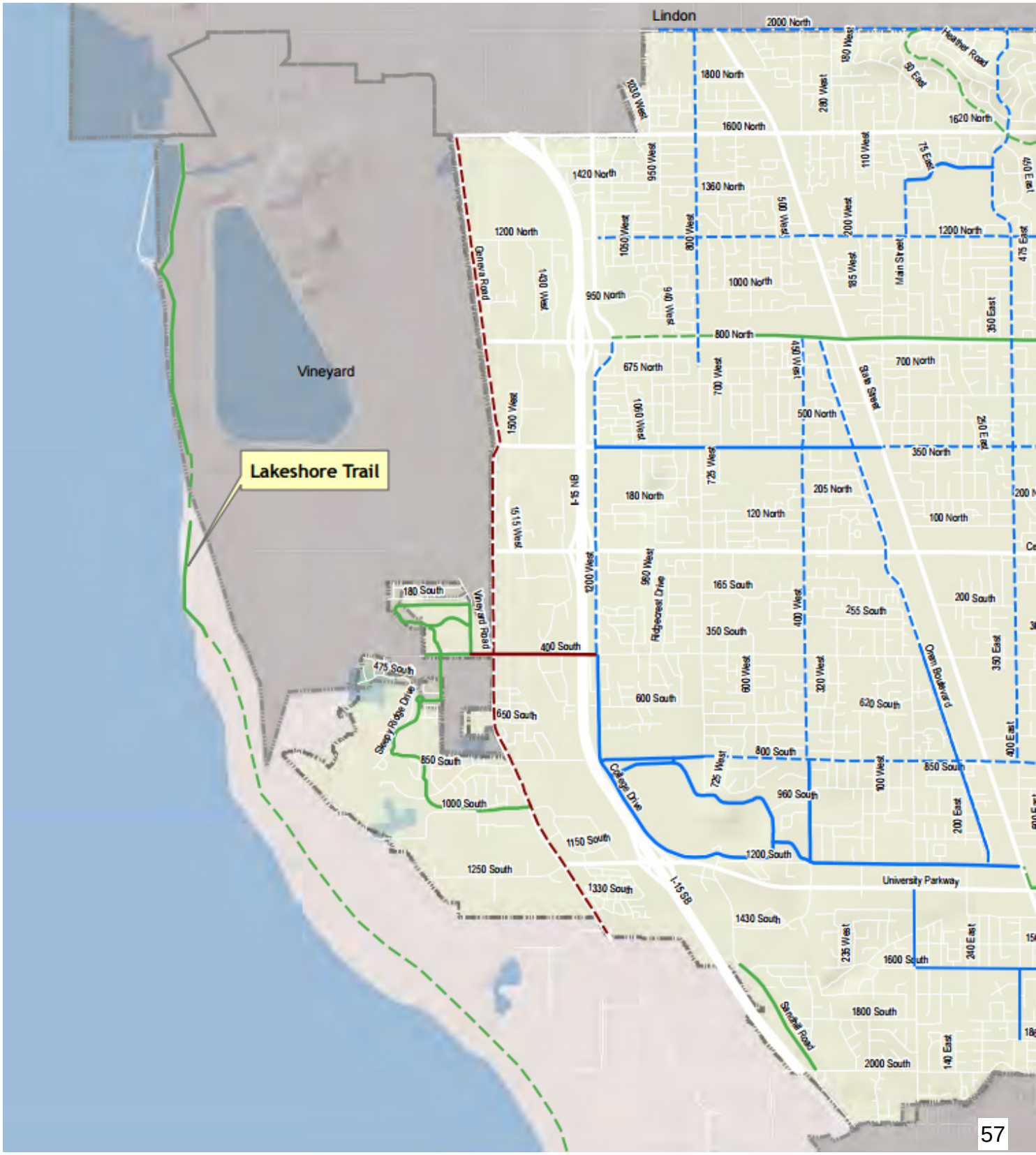
2. Implement safe pedestrian crosswalks at busy intersections and schools, such as at the Lakeridge Junior High School at 300 West and 800 South.

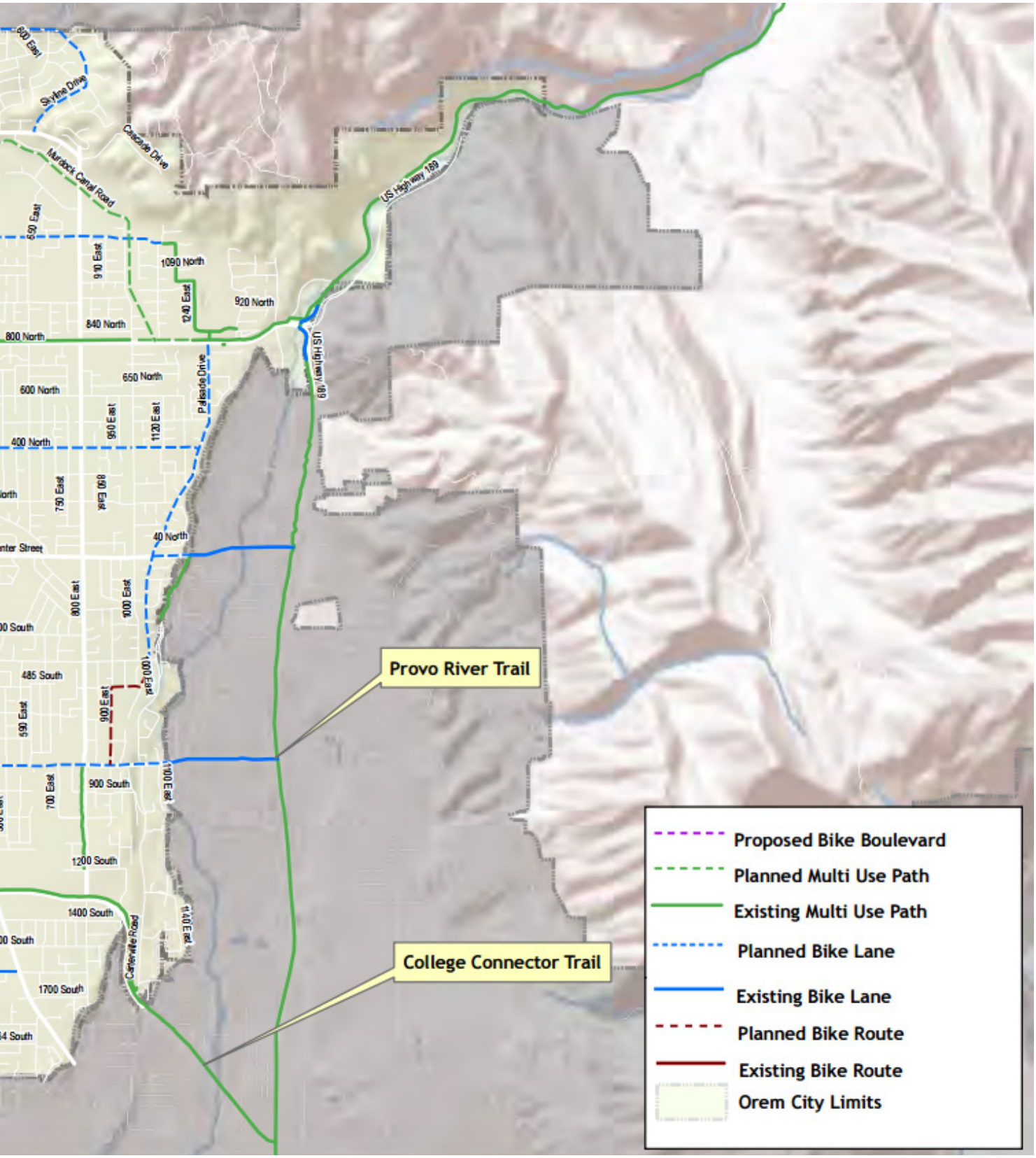
3. Explore and develop transportation alternatives on 400 West and 800 South to accommodate future increases in traffic, including implementation of new bus routes.

4. Implement traffic calming measures, such as raised crosswalks and pedestrian refuges, on 800 South, 400 South, and 400 West.

5. Explore the possibility of creating bike routes on quieter streets, such as cul-de-sacs, to increase bicyclist safety and connectivity of routes.

Figure 4.7 Bicycle and Pedestrian Plans




Provo River Trail
College Connector Trail
Proposed Bike Boulevard
Planned Multi Use Path
Existing Multi Use Path
Planned Bike Lane
Existing Bike Lane
Planned Bike Route
Existing Bike Route
Orem City Limits
US Highway 189
Skyline Drive
Cascade Drive
Murdock Canal Road
1090 North
920 North
840 North
800 North
650 North
600 North
400 North
40 North
Palisade Drive
1200 South
1400 South
1700 South
900 South
485 South
Canterville Road



ECONOMICS

5

Goals

1. Continue to support the State Street Corridor Master Plan and encourage cohesive development along State Street.
2. Bring in new businesses that support the City's beautification platform by incentivizing certain design standards and maintenance requirements.
3. Encourage meaningful design of businesses and high density housing to create appealing urban centers on State Street and University Parkway.
4. Continue the practice of cultivating start-up companies to attract local businesses and provide education on the resources available.
5. Revitalize outdated commercial areas, such as the old Rite Aid property, through improvement of curb appeal and streetscape amenities, addition of street trees and landscaping, and promotion of pedestrian friendly commercial areas.

5.1 PROPERTY VALUES

State law mandates that all property is subject to taxation unless otherwise exempted. Your property taxes support necessary services provided to the residents of Orem and Utah County. These include city services, law enforcement, fire protection, education, parks and recreation, and other vital services. Property taxes are based on the market value of your property, which includes the value of both the land and improvements (such as a house). The Utah County Assessor is responsible for appraising all property in the City of Orem. **Figure 5.1** displays the assessment of total taxable value for parcels in the neighborhoods in 2016. Note that the highest assessed values are the commercial properties along State Street and University Parkway. While this is partially a reflection of the size of these properties, it is also significantly related to the value of the buildings and real property on these parcels.

Value is determined in accordance with accepted appraisal standards and techniques. There are

Figure 5.1 Total Taxable Value by Parcel, 2016

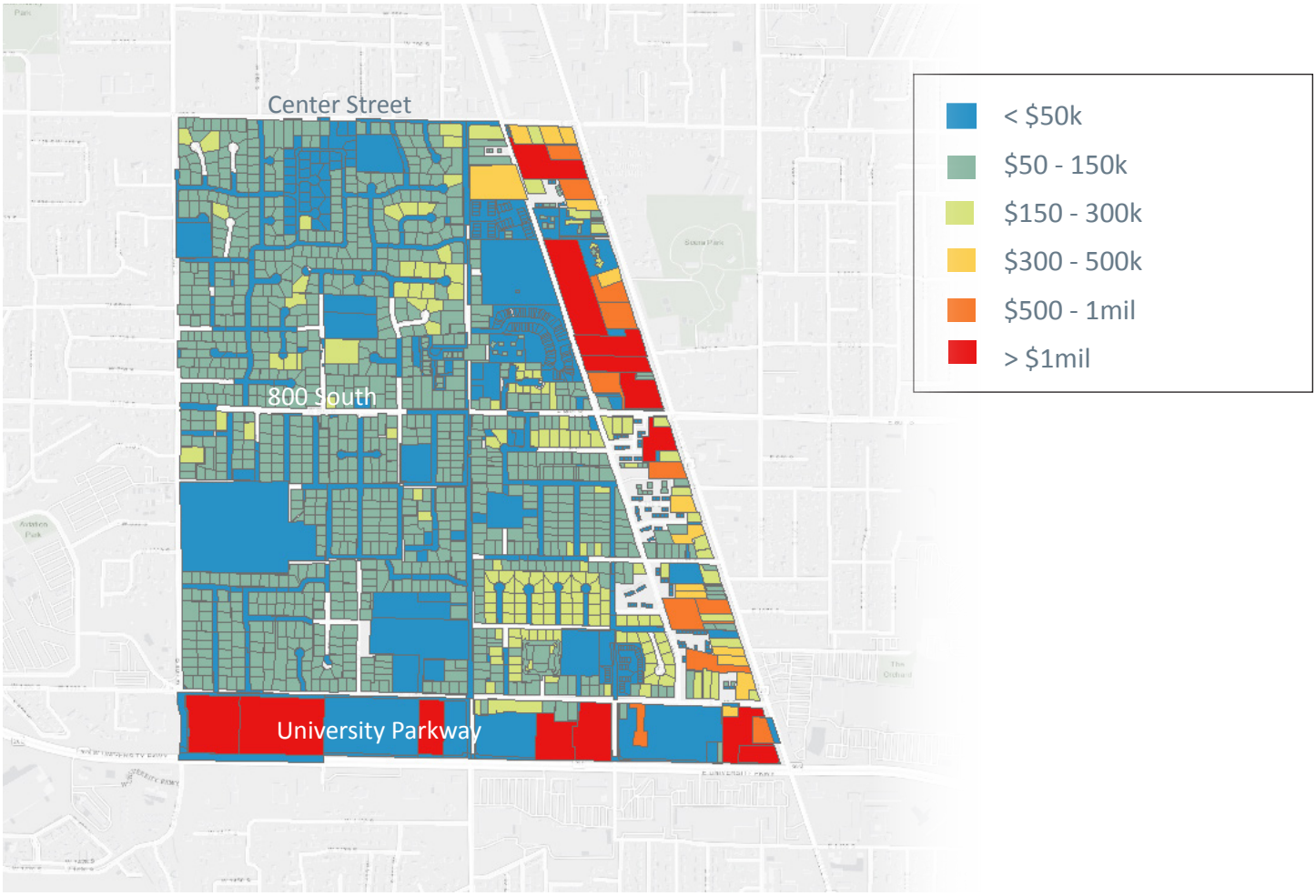


Figure 5.2 Property Tax Valuation



Property Value X Taxable Percentage = **Taxable Value**

Taxable Value X Local Rates = **Property Tax**

Assessment of Property Value

- At least every five years
- Determine full market value by examining land use, location, improvements, and value of nearby properties

Taxable Percentage

- Differs by county and year
- Primary residence of homeowner is 45% tax exempt - leaving 55% of the market value as the taxable value
- Commercial property and non primary residences are taxed at 100% of market value

Property taxes help pay for:

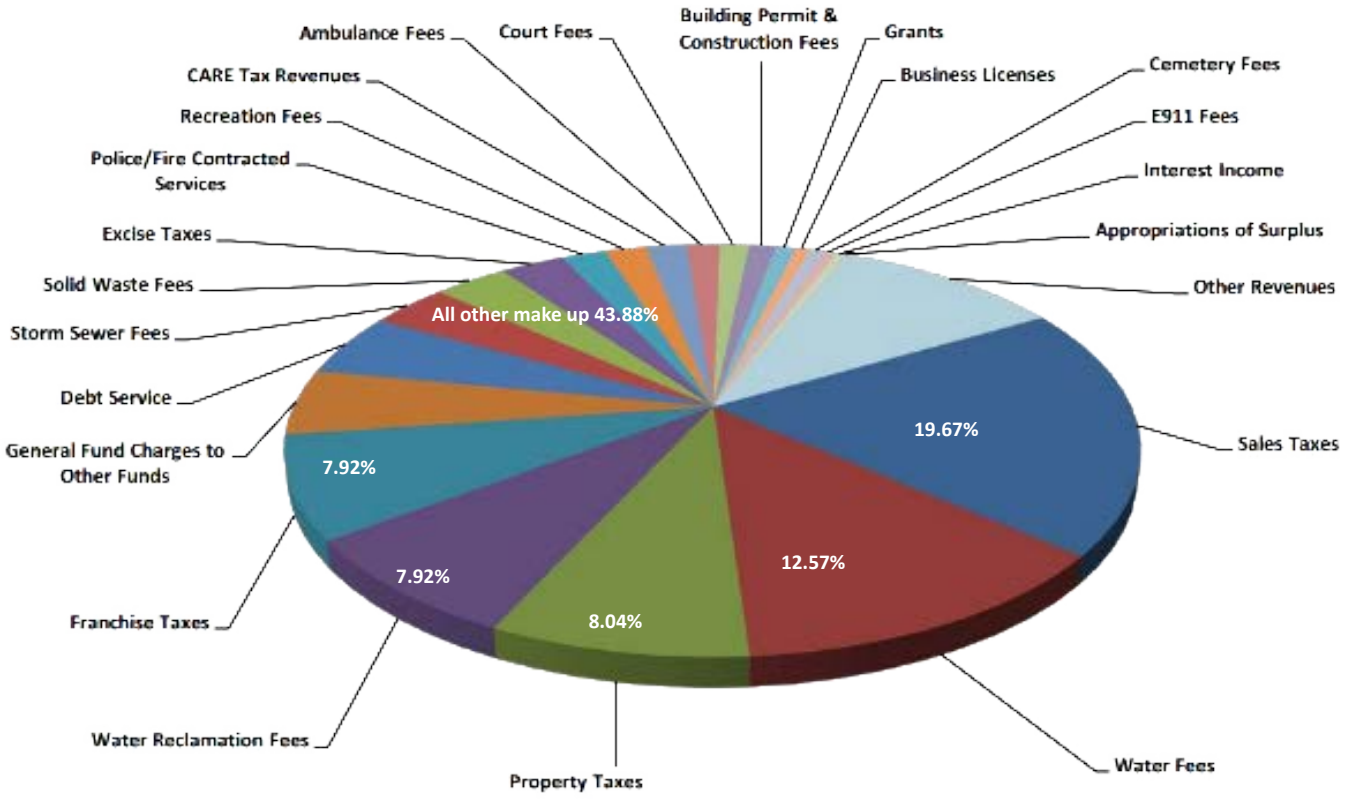
- The Alpine School District
- Orem City
- Utah County
- Special Districts
- Central Water District

three approaches to value which are considered and used as appropriate. These approaches to value are based on:

- Sales in the market place
- Income generated or that could be generated by a property
- The cost to replace or construct a similar property

Figure 5.2 breaks down the valuation process in greater detail. For a home with a market value of $200,000, the taxable value would be 55%, or $110,000. Property taxes would then be determined off this taxable value. The annual property tax rate for a home in the neighborhoods was 0.01075% in 2016, of which the City tax made up 0.00155% (compared to 0.002091% for the average city in Utah and 0.002377% for Provo). For a home with a taxable value of $110,000, the estimated City portion of property taxes would be roughly $172 in 2016. While property taxes are what most residents would assume make up the majority of the City's revenue, in reality property taxes account for only 8% of total revenue as presented in **Figure 5.3.** In contrast, sales taxes make up nearly 20%, much of which is paid by nonresidents of the City who shop in Orem.

Figure 5.3 Orem City Property Revenues, Fiscal Year 2016-2017



5.2 BUSINESSES AND JOBS

Neighborhood residents recognize that local businesses have an impact on the value and character of the neighborhoods. It is estimated that there are over 800 commercially assessed buildings accounting for over 5 million square feet of space in the City (see **Figure 5.4**). While there have been recent additions and renovations, many of these buildings are older.

The businesses which occupy these buildings provide thousands of local jobs. Many of these jobs are high skilled and well paid, being associated with medical due to the nearby hospital, and office uses near University Parkway and along State Street. There are also hundreds of skilled jobs associated with technical businesses located along State Street.

Figure 5.4 Commercially Taxed Parcels and Buildings

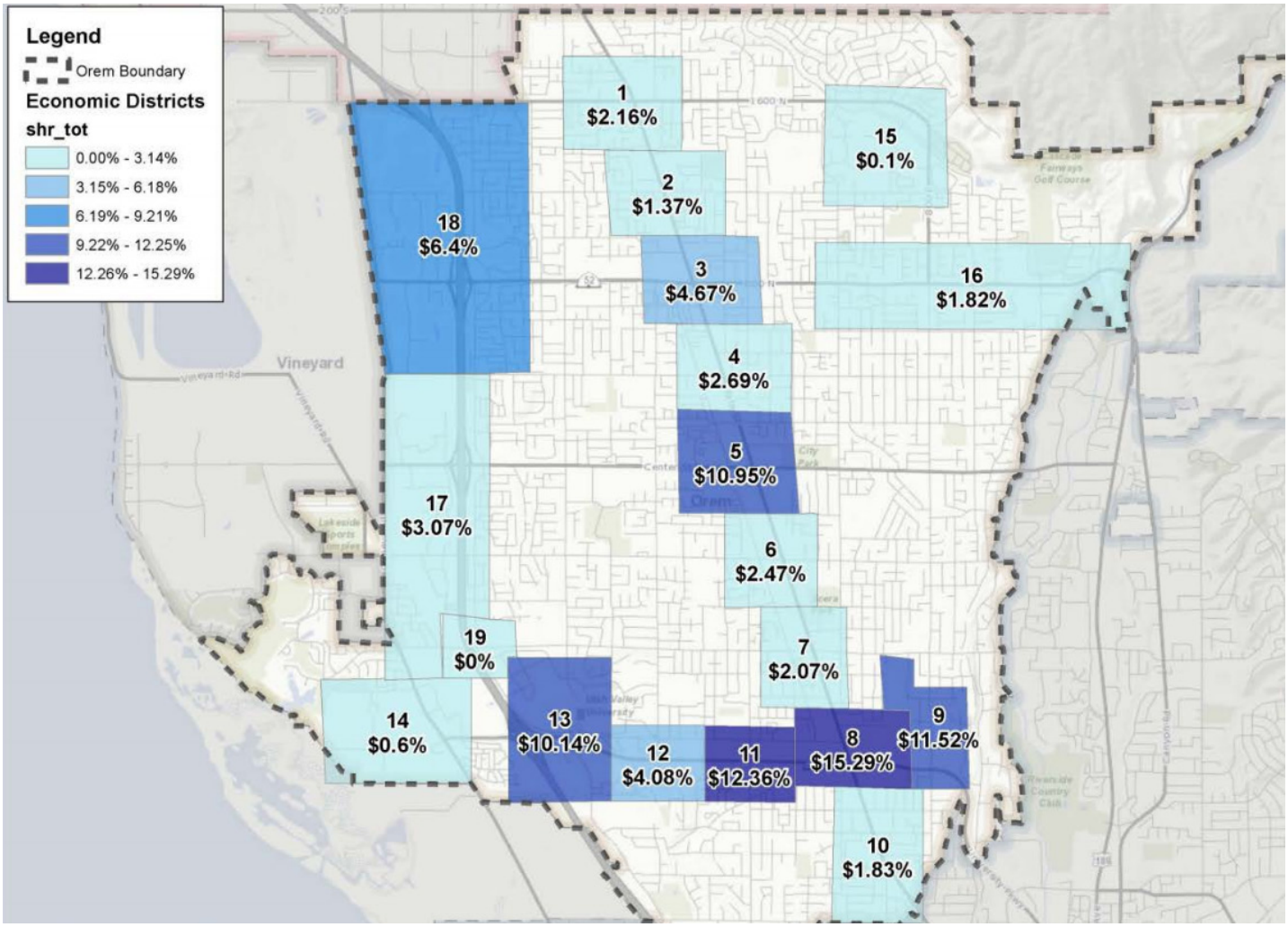


The neighborhoods recognize the importance of supporting these local business as they are a source of revenue and jobs for the City.

While residents recognize the benefit of having these businesses close to the neighborhoods, they also worry about possible negative consequences. The residents feel strongly that commercial activity needs to be sufficiently buffered when adjacent to residential land uses. In addition, as commercial buildings continue to age, residents are concerned with the condition of the buildings and the type of tenants who may occupy them. Residents do not want to see vacant and underutilized commercial buildings in their neighborhoods. They worry that desperate commercial landlords may rent to tenants whose activities are incompatible with the nearby residential neighborhoods.

Increasing the attractiveness and functionality of streets, particularly along State Street, would help encourage new, desirable businesses to locate in the area and old businesses to re-invest in their properties. In addition, residents want to increase access from the neighborhoods to these commercial areas for pedestrians and bicycles, so that those who live and

Figure 5.5 Share of Retail Sales by Economic District, 2014



work in the area do not have to rely on a car year round to get to work. This would be expected to alleviate some of the growing vehicle congestion in the neighborhoods.

5.3 FUTURE PLANS

The City of Orem is continually working on future plans to ensure the economic vitality of the City. An Economic Development Strategic Plan was developed collaboratively in 2014 by the City's economic development staff and Zions Bank Public Finance as well as an Affordable Housing Plan.

Orem Affordable Housing Plan

Every City in Utah is required to have a plan to address affordable housing. The City has a robust affordable housing plan that is not only be a source of information but also addresses the challenges and opportunities that Orem faces. This is a controversial topic in Orem and many residents are generally concerned about the consequences of concentrating poverty. At the same time, neighborhood residents are proud of their economic diversity and see Orem as a place of opportunity for everyone.

Economic Development Plan 2014

This plan evaluates current performance and long term opportunities to strengthen economic development throughout Orem. These neighborhoods are impacted by two areas identified in the plan: the State Street corridor and University Parkway. Some of the key points in the report include:

- As depicted in **Figure 5.5**, the central portion of the State Street Corridor accounts for roughly 16% of Orem's total retail sales, while the University Parkway region accounts for over 50% of Orem's total retail sales.
- Businesses on State Street and University Parkway, particularly those at the intersections, provide important goods and services for the local population and are an important retail hub for the City.
- It is a strategy of the City to mitigate its dependence on sales tax revenue by encouraging new office development. This will add local jobs as well as boost property taxes by increasing land values. The areas in the neighborhoods along State Street and University Parkway make for prime locations for new office development and redevelopment, as regional access to and from these locations is a key attribute for successful office properties.

5.4 Goals

The major goals of the Stonewood and Lakeridge neighborhoods related to economic conditions are:

1. Continue to support the State Street Corridor Master Plan and encourage cohesive development along State Street.

2. Bring in new businesses that support the City's beautification platform by incentivizing certain design standards and maintenance requirements.

3. Encourage meaningful design of businesses and high density housing to create appealing urban centers on State Street and University Parkway.

4. Continue the practice of cultivating start-up companies to attract local businesses and provide education on the resources available.

5. Revitalize outdated commercial areas, such as the old Rite Aid property, through improvement of curb appeal and streetscape amenities, addition of street trees and landscaping, and promotion of pedestrian friendly commercial areas.



PUBLIC WORKS

6

Goals

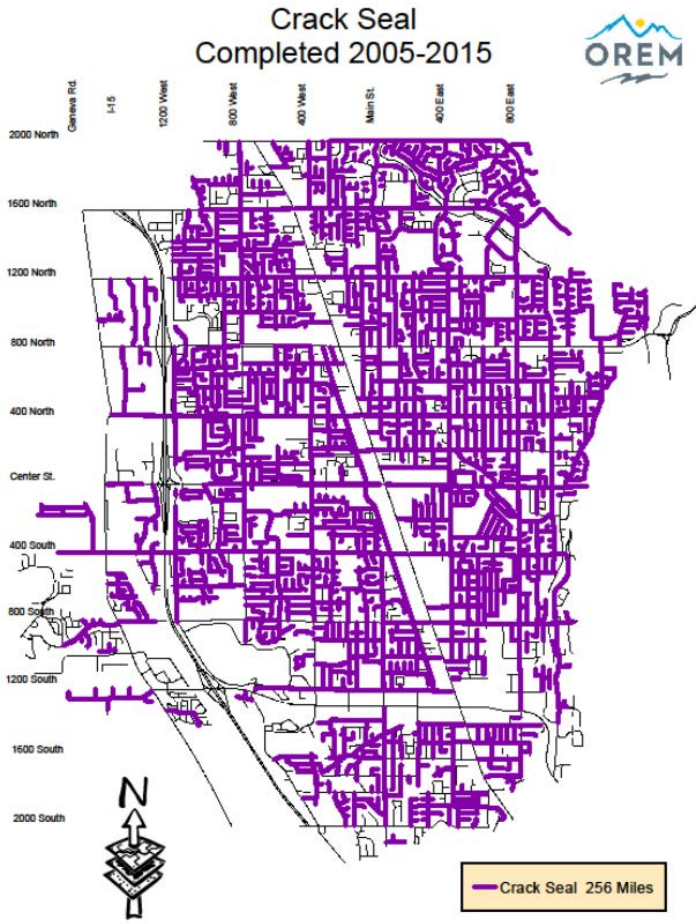
1. Maintain current landmarks, such as parks and historical markers, and preserve other areas where applicable to encourage city beautification.
2. Ensure that all city properties are adequately landscaped and maintained.
3. Improve sidewalks and pedestrian crossings at 300 West and 800 South.
4. Continue to implement newer technology, such as water-wise irrigation controllers, soil-moisture based technologies, and central control systems, to conserve irrigation water on city property.
5. Continue to promote public safety and walkability with prompt snow removal, sidewalks repairs, and bike lane improvements.
6. Maintain transparency with the public about current and future projects as well as with changes to the public utilities fee rate system.

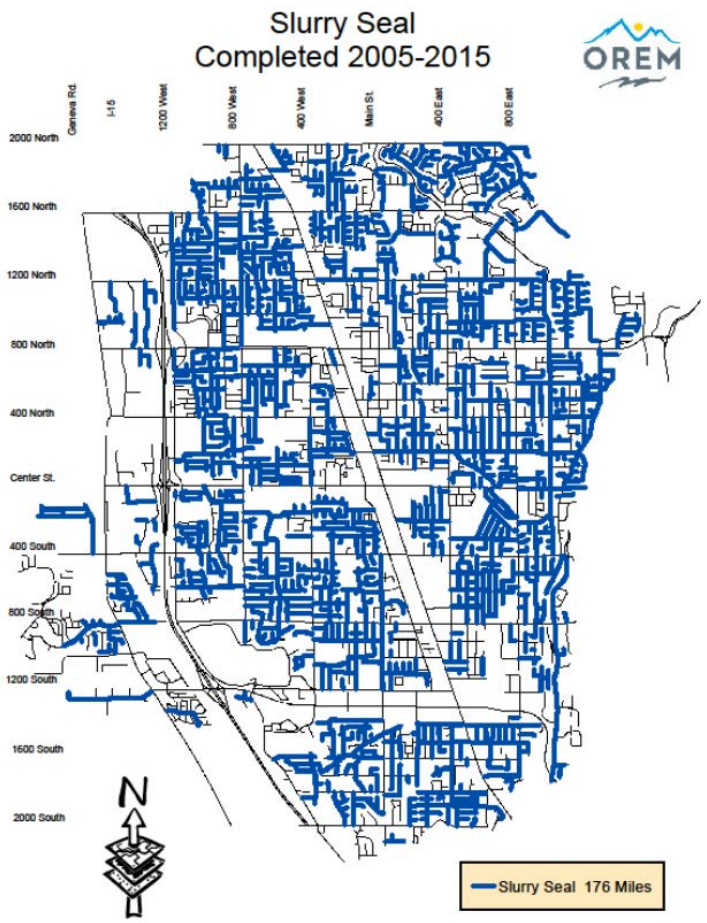
6.1 PUBLIC WORKS

The Public Works department for the City of Orem provides a large array of services including primary and secondary water access, storm water management, water reclamation, parks, the cemetery, urban forestry, streets, street lights, sidewalks, snow removal, and more. Their primary purpose is to improve and maintain the City's infrastructure and keep the neighborhoods functioning on a daily basis. **Figure 6.3** (at the end of this section) maps out the parks, ADA ramps, sidewalks, traffic signals, and detention basins in the neighborhoods. These are a few of the infrastructure improvements provided and managed by the Public Works department.

The Public Works department performs several routine maintenance projects throughout the year. This includes flushing out the water system, sealing and re-surfacing the roads (see **Figure 6.1**), adding water pipes as needed, cleaning and maintaining city water lines, and other road repairs. Flushing out the water systems takes place about once every four years in the Neighborhoods.

Figure 6.1 Past Public Works Road Maintenance Projects





6.2 PARKS AND RECREATION

Public Works employs full-time and seasonal summer staff to maintain the parks in the Orem. Daily care keeps these places safe, beautiful, and clean. The Stonewood and Lakeridge advisory committee and residents expressed their desire for continued efforts and coordination to maintain the beauty and safety of these parks. Residents also shared the desire for increased safety and connectivity of parks and open spaces.

6.3 TOOL LENDING

The public works department has a tool lending library, where residents of the neighborhoods can borrow a wide variety of yard maintenance tools free of cost. These tools can be checked in and out at the Public Works building located at 1450 West 550 North.

Residents mentioned the lack of yard maintenance in various locations throughout the neighborhoods. Increased awareness of the tool shed library provides a resource for renters and landowners to improve the beauty of their yards at minimal cost and maintain the neighborhood's nature and quality.

Tools that are available include:

Yard Tools:
Push Brooms
Cultivator/Tiller
Lawn Rakes
Garden Rakes
Hedge Clippers
Round Shovels
Square Shovels

Paint Equipment:
Caulking Gun
Paint Roller Handles
Putty Knives
Wire Brushes

Power Tools:
Lawnmower
Weed Trimmers
Lawn Edger

Miscellaneous Tools:
Ear Plugs
Extension Cords
Hammers
Multi-Purpose Ladders
Safety Orange Vests
2-ft Step Ladder

6.4 VOLUNTEERING

Volunteer groups often work in tandem with the Public Works department in order to improve the quality of life within the neighborhoods. These groups include civic groups, church groups, eagle scouts, and others. Several beautification projects occur every year because of the efforts of volunteers. Examples of projects include Adopt a Spot or Trail (March-November), Memorial Day Preparation at Orem Cemetery (early-mid May), Orem Summerfest (second weekend in June), and others.

Figure 6.2 Westmore Park in Lakeridge



6.5 Goals

The major goals of the Stonewood and Lakeridge neighborhoods related to public works are:

1. Maintain current landmarks, such as parks and historical markers, and preserve other areas where applicable to encourage city beautification.

2. Ensure that all city properties are adequately landscaped and maintained.

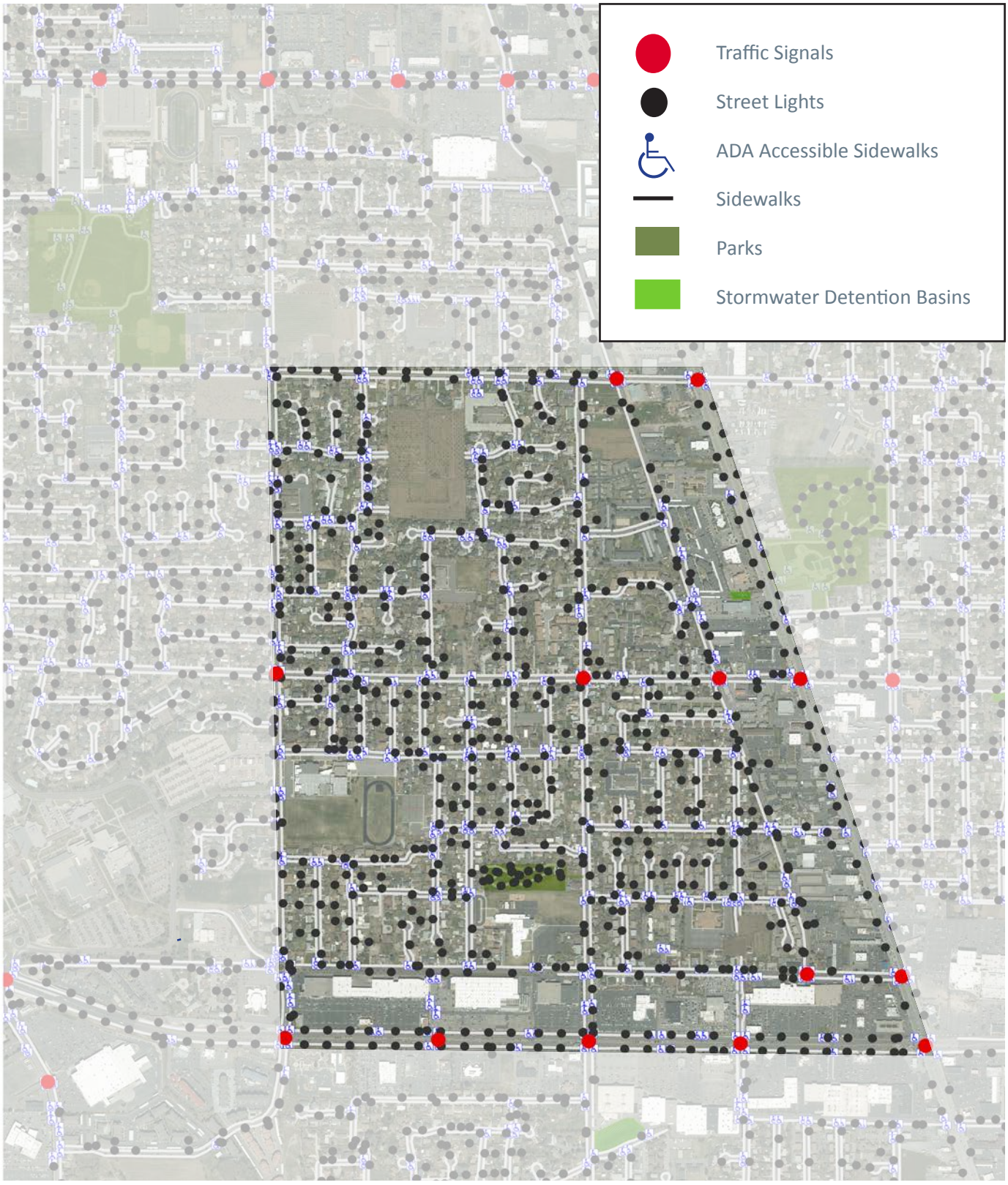
3. Improve sidewalks and pedestrian crossings at 300 West and 800 South.

4. Continue to implement newer technology, such as water-wise irrigation controllers, soil-moisture based technologies, and central control systems, to conserve irrigation water on city property.

5. Continue to promote public safety and walkability with prompt snow removal, sidewalks repairs, and bike lane improvements.

6. Maintain transparency with the public about current and future projects as well as with changes to the public utilities fee rate system.

Figure 6.3 Selection of Public Works Improvements





7 NEIGHBORHOOD PRESERVATION

Goals

1. Educate residents on the Orem Help Center's resources on code enforcement to facilitate effective neighborhood policing and code enforcement.
2. Plan and schedule more frequent volunteer neighborhood cleanup days for neighborhood beautification.
3. Enforce the use of school property for education purposes only, especially in regard to alcohol and tobacco use on school property, the use of property during nighttime hours, and advertising signage.
4. Support the City's efforts in working to increase the number of police officers and NPU staff when practical to ensure a safe, clean, and family friendly neighborhood.

7.1 NEIGHBORHOOD PRESERVATION

The Stonewood and Lakeridge neighborhoods are highly valued by those who live and work in the area. Both neighborhoods are characterized by a mix of land uses including residential and commercial (as demonstrated in previous sections). There is also a considerable amount of public infrastructure including schools, parks, and streets. These private and public places fit together in a unique way to contribute to the community's sense of identity.

As the homes, buildings, and infrastructure in these neighborhoods age, there is some concern that over time the identity of the neighborhoods will change for the worse. Residents are particularly concerned with the increased high density development and the potential for increased crime and zoning violations.

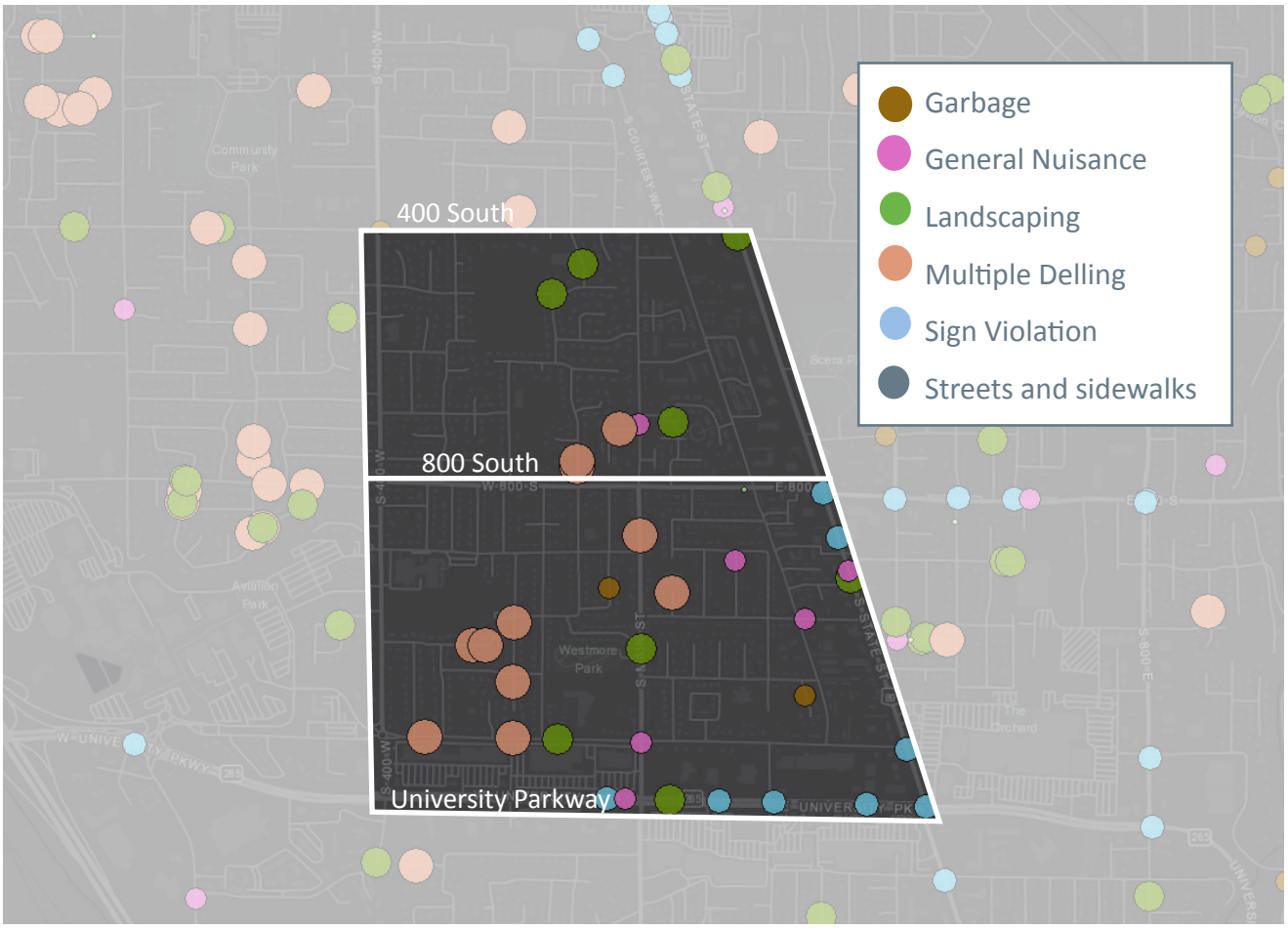
7.2 CODE ENFORCEMENT

Several comments at neighborhood meetings involved code and law enforcement concerns. Residents expressed concerns regarding homes and businesses that were not being maintained or used as intended. These concerns can be mitigated through working with the Orem Help Center (www.orem.org/help) and the Neighborhood Preservation Unit (NPU). The NPU consists of a group of officers within the Orem Police Department who assist in the enforcement of laws related to neighborhood preservation and city code. **Figure 7.1** displays the complaints responded to by the NPU in 2016. Responding to these complaints requires considerable time and skill from the police officers assigned. When following up on a complaint, the laws of the City must be balanced by the individual rights of property owners.



Police Officers Savage, Crook, and Jamison Served in the Neighborhood Preservation Unit in Orem in 2017

Figure 7.1 Complaints Responded to by the NPU, 2016



Despite the challenges most cases present, the officers of the NPU are dedicated to preserving the quality of life in the neighborhoods. To contact the NPU, visit http://www.orem.org/npu.

7.3 Goals

The major goals of the Stonewood and Lakeridge neighborhoods related to neighborhood preservation are:

1. Educate residents on the Orem Help Center's resources on code enforcement to facilitate effective neighborhood policing and code enforcement.

2. Plan and schedule more frequent volunteer neighborhood cleanup days for neighborhood beautification.

3. Enforce the use of school property for education purposes only, especially in regard to alcohol and tobacco use on school property, the use of property during nighttime hours, and advertising signage.

4. Support the City's efforts in working to increase the number of police officers and NPU staff when practical to ensure a safe, clean, and family friendly neighborhood.



IMPLEMENTATION 8

Vision Statement

"We support responsible development that maintains our neighborhood's inclusive, residential feel. We are dedicated to maintaining the neighborhood's safe, clean, and inviting nature and promoting the preservation of parks and open spaces. We strive to improve public transit and enhance the overall walkability of our neighborhood streets."

Stonewood and Lakeridge residents

The Stonewood and Lakeridge Neighborhood Plan is a guiding document for the future of the neighborhoods. Upon adoption by the City Council, this Plan will be integrated into the City of Orem's General Plan as part of Appendix Z. As a part of the General Plan, the Neighborhood Plan provides better guidance to the City staff, the Planning Commission, and the City Council as future developments and improvements are considered in the Neighborhoods.

8.1 FUNDING SOURCES

Orem Capital Improvement Plan

In order to allocate funding for specific projects within the neighborhoods, proposed improvements identified by City staff may be included in the City's Capital Improvement Plan (CIP) during future budget meetings. Examples of such projects include bike lanes, park improvements, sidewalk repair, or road connection completions. The CIP allows City staff to prioritize improvements for the Neighborhoods and secure funding with necessary departments to complete projects.

Grants

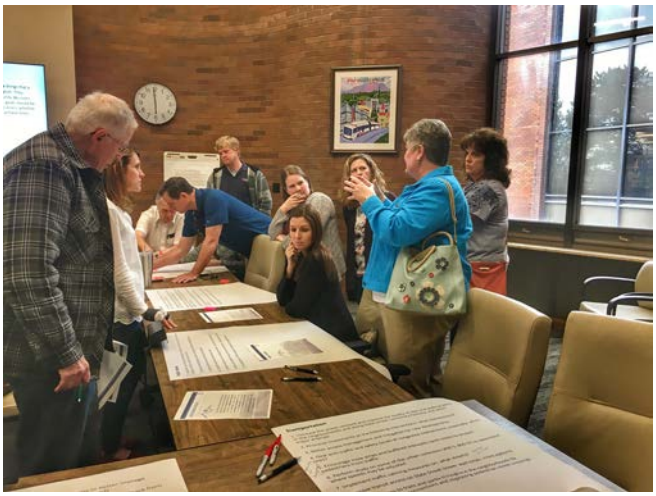
There are a limited number of grants and other funding opportunities from the City of Orem or the State of Utah to assist in local infrastructure improvements and neighborhood development. One of the goals of the neighborhood program is to raise awareness and seek funding opportunities to assist Orem residents in improving and preserving their neighborhoods. Some of the current available funding sources include:

Orem Community Development Block Grant

Projects that qualify for this grant must adhere to the broad national priorities of "activities that benefit low- and moderate-income people, the prevention or elimination of slums or blight, or other community development activities to address an urgent threat to health or safety." More information about what this grant can be used for can be found at http://www.orem.org/community-block-grants/.

UDOT Safe Routes to School Program

The Utah Department of Transportation is committed





Participants collaborating at a Neighborhood Plan Advisory Committee Meeting

Residents participating at a neighborhood open house meeting



to promoting safe routes for school-aged children. Funds are available via application to facilitate children walking or biking to school. These funds may be used for infrastructure (primarily new sidewalks, but also signage, bicycle parking, and school pavement markings, etc.), education, and encouragement. More information about this program and application can be found at www.udot.utah.gov.

UDOT Transportation Alternatives Program

This program is available for projects that provide or enhance alternate transportation facilities. This could include historic preservation, recreational trails, facilities for non-drivers to safely access daily needs, environmental mitigation activities, and other improvement projects. More information can be found at www.udot.utah.gov.

Recreational Trails Program

These funds are for the construction and maintenance of trails, as well as trail-related facilities such as trailheads or restrooms. This program requires a 50/50 sponsor match which can come from sponsor cash, volunteer work, or services. These funds do not cover non-trail related items such as campgrounds or landscaping. Projects are sent to the Combined Trails Advisory Council to be approved. Once approved, the project begins and the local agency is reimbursed. More information can be found at www.stateparks.utah.gov.

Figure 8.1 serves as the benchmark for successful completion of ideas proposed in this Neighborhood Plan. “Priority” means that the specific action or objective has a higher priority.

Figure 8.1 Implementation Guide

Goal	Responsible	Ongoing	Short-term	Mid-term	Long-term	Priority
Land Use						
1. Work with Utah Valley University to limit expansion into the neighborhoods by encouraging upwards growth instead of outwards growth.	Development Services	X				X
2. Support City's goal of prohibiting zone changes in single family residential areas and only build high density housing in the State Street Districts, west of I-15, and on the current Utah Valley University campus.	Development Services	X				
3. Create better guidelines in the land use ordinance for buffer zones between commercial and residential land uses on all corridors, but especially on State Street, University Parkway, and areas near Utah Valley University, including implementing additional requirements on design, building height step downs, and landscaping.	Development Services	X				
4. Maintain a safe, clean, and family-friendly neighborhood through neighborhood policing, code enforcement, and yard maintenance requirements.	Development Services	X				
5. Support the preservation of green space as remaining areas develop.	Development Services	X				
Transportation						
1. Perform a study on 400 South and 400 West to determine if bike lanes are necessary or if the extra space could be better used as a center turn lane.	Engineering			X		
2. Implement safe pedestrian crosswalks at busy intersections and schools, such as at the Lakeridge Junior High School at 300 West and 800 South.	Engineering			X		
3. Explore and develop transportation alternatives on 400 West and 800 South to accommodate future increases in traffic, including implementation of new bus routes.	Engineering			X		
4. Implement traffic calming measures, such as raised crosswalks and pedestrian refuges, on 800 South and 400 West.	Engineering			X		
5. Explore the possibility of creating bike routes on quieter streets, such as cul-de-sacs, to increase bicyclist safety and connectivity of routes.	Engineering	X				
Economic Development						
1. Continue to support the State Street Corridor Master Plan and encourage cohesive development along State Street.	Development Services	X				
2. Bring in new businesses that support the City's beautification platform by incentivizing certain design standards and maintenance requirements.	Development Services	X				

Goal	Responsible	Ongoing	Short-term	Mid-term	Long-term	Priority
3. Encourage meaningful design of businesses and high density housing to create appealing urban centers on State Street and University Parkway.	Development Services	X				X
4. Continue the practice of cultivating start-up companies to attract local business and provide education on the resources available.	Development Services	X				
5. Revitalize outdated commercial areas, such as the old Rite Aid property, through improvement of curb appeal and streetscape amenities, addition of street trees and landscaping, and promotion of pedestrian friendly commercial areas.	Development Services	X				
Public Works						
1. Maintain current landmarks, such as parks and historical markers, and preserve other areas where applicable to encourage city beautification.	Public Works				X	
2. Ensure that all city properties are adequately landscaped and maintained.						
3. Improve sidewalks and pedestrian crossings at 300 West and 800 South.	Public Works			X		
4. Continue to implement newer technology, such as water-wise irrigation controllers, soil-moisture based technologies, and central control systems, conserve irrigation water on city property.	Public Works	X				X
5. Continue to promote public safety and walkability with promt snow removal, sidewalks repairs, and bike lane improvements.						
6. Maintain transparency with the public about current and future projects as well as with changes to the public utilities fee rate system.	Development Services	X				
Neighborhood Preservation						
1. Educate residents on the Orem Help Center's resources on code enforcement to facilitate effective neighborhood policing and code enforcement.	Development Services	X				
2. Plan and schedule more frequent volunteer neighborhood cleanup days for neighborhood beautification.	NPU		X			
3. Enforce the use of school property for education purposes only, especially in regard to alcohol and tobacco use on school property, the use of property during nighttime hours, and advertising signage.	Police Department; NPU		X			
4. Support the City's efforts in working to increase the number of police officers and NPU staff when practical to ensure a safe, clean, and family friendly neighborhood.	NPU	X				X

Orem, Sharon, Hillcrest



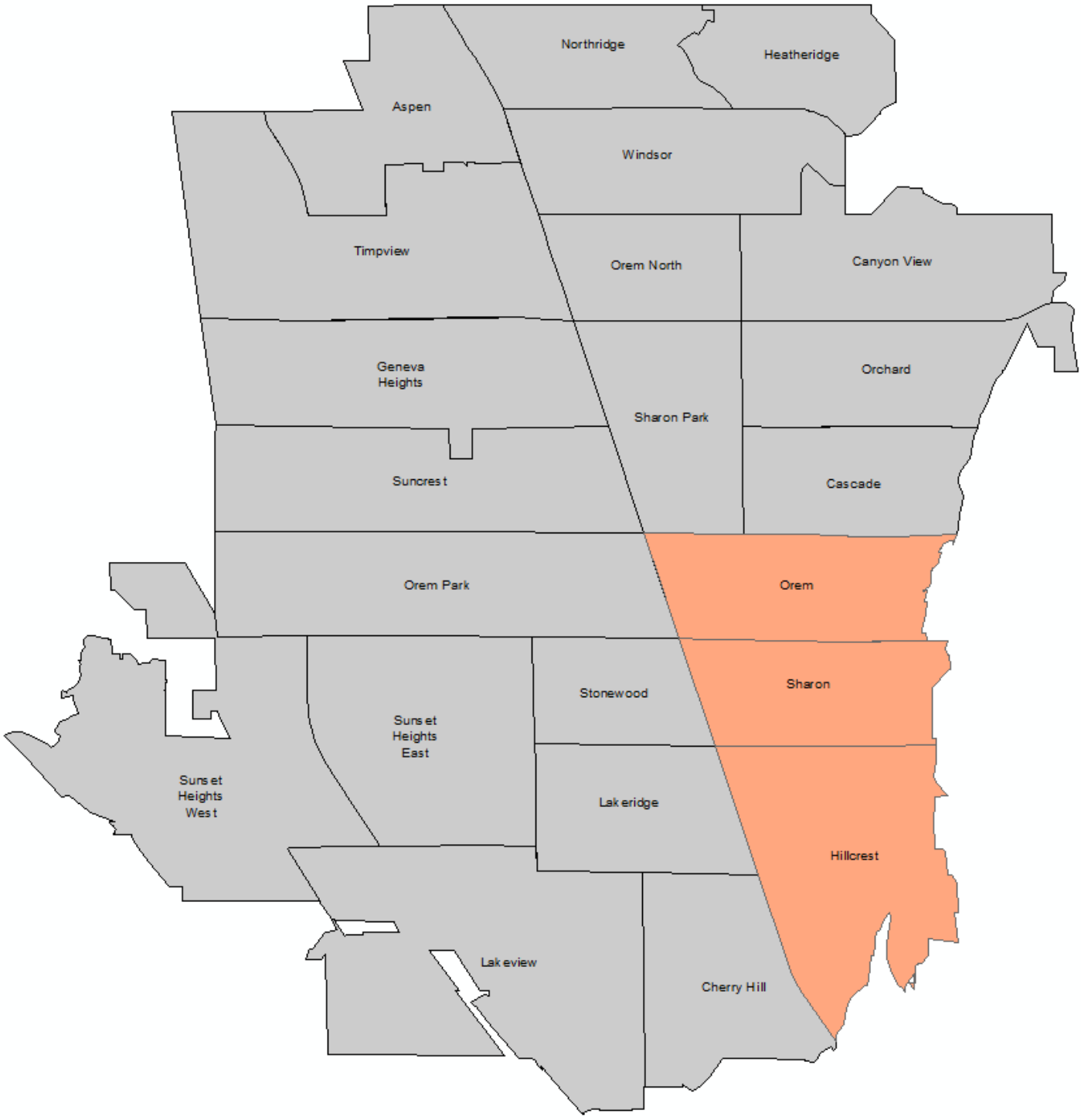
OREM

Orem, Sharon, Hillcrest

Neighborhood Plan

Spring 2019

OREM NEIGHBORHOODS



NEIGHBORHOOD ADVISORY COUNCIL

Brian Baker, Sharon resident
John Ball, Orem resident
Virginia Ball, Orem resident
Russ Bird, Hillcrest resident
Wendy Bird, Hillcrest resident
Diana Brewer, Hillcrest resident
John Hendricks, Sharon resident
Lana Herre, Hillcrest resident
Dan Hoopes, Sharon resident
Chris Killpack, Orem resident
Sunday Meservy, Hillcrest resident
Tom Meservy, Hillcrest resident
Leston Moody, Sharon resident
Michelle Newitt, Sharon resident
Kendra Nield, Sharon resident
Julie Olsen, Sharon resident
Nick Palmer, Hillcrest resident
Shelly Parcell. Sharon resident
Kirsten Pederson, Orem resident
Sherry Peterson, Hillcrest resident
Terry Peterson, Hillcrest resident
Scott Prestwich, Sharon, resident
Cissy Rasmussen, Sharon resident
Alan Rex, Sharon resident
Jonathan Sherrill, Hillcrest resident
Tracy Sorensen, Sharon resident
Brandon Stocksdale, Orem resident
Sarah Stocksdale, Orem resident
Jason Tolman, Orem resident
Cynthia Vaughn, Orem resident
Rebekah Westover, Hillcrest resident

OREM CITY STAFF

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Chris Tschirki, Public Works Director
Neal Winterton, Water Resource Division Manager



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INTRODUCTION

1

Vision Statement

"We value the nature and quality of our neighborhood. We desire to maintain neighborhood continuity and preservation while allowing for conscientious development. We strive to improve pedestrian and bicyclist safety on busy streets and promote public transit accessibility. We are dedicated to improving the connectivity and appeal of parks, trails, and other open spaces."

Orem, Sharon, and Hillcrest Neighborhood Residents

1.1 PURPOSE

The Orem, Sharon, and Hillcrest Neighborhood Plan (the plan) was created by participating neighborhood residents and Orem City planning staff. It was developed to create neighborhood specific plans and is in harmony with all other plans adopted by the City.

The plan communicates the values and interests of neighborhood residents and serves as a guideline for future growth, development, and preservation. Furthermore, it encourages the creation of aesthetically pleasing neighborhoods and public spaces that enhance the community. It also addresses the needs, concerns, and potential impacts of land use, transportation, economic development, and preservation of the neighborhoods.

1.2 HISTORY

Prior to its incorporation, Orem was known as the "Provo bench," and its fetrile orchards and farmlands were prime areas for growing fruit. Because of this, Provo (and its bench) became known as the Garden City of Utah.

Unlike many Utah towns and cities, Orem was not originally laid out in a grid pattern. Most of Orem's development came about via homesteading along the main highway and major roads. As farmland along roads was taken, farmers settled in other parts of the area, creating a network of rural roads. This type of development is unlike that usually seen in Utah; often Utah leaders encouraged settlers to live in the city center and cultivate farmland outside the City's limits.

View of the Eleventh (Timpanogos) Ward Meetinghouse circa 1915



Poulson Cement products located on South State Street, circa 1920

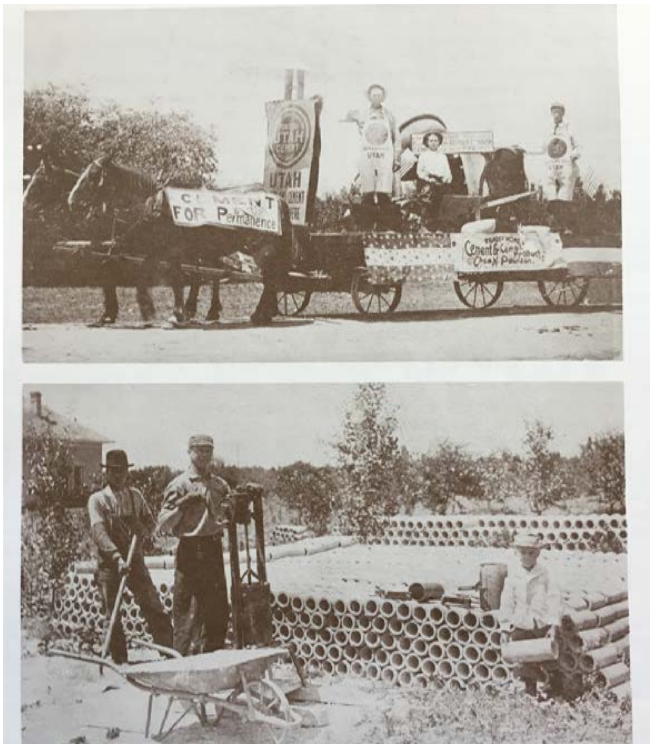
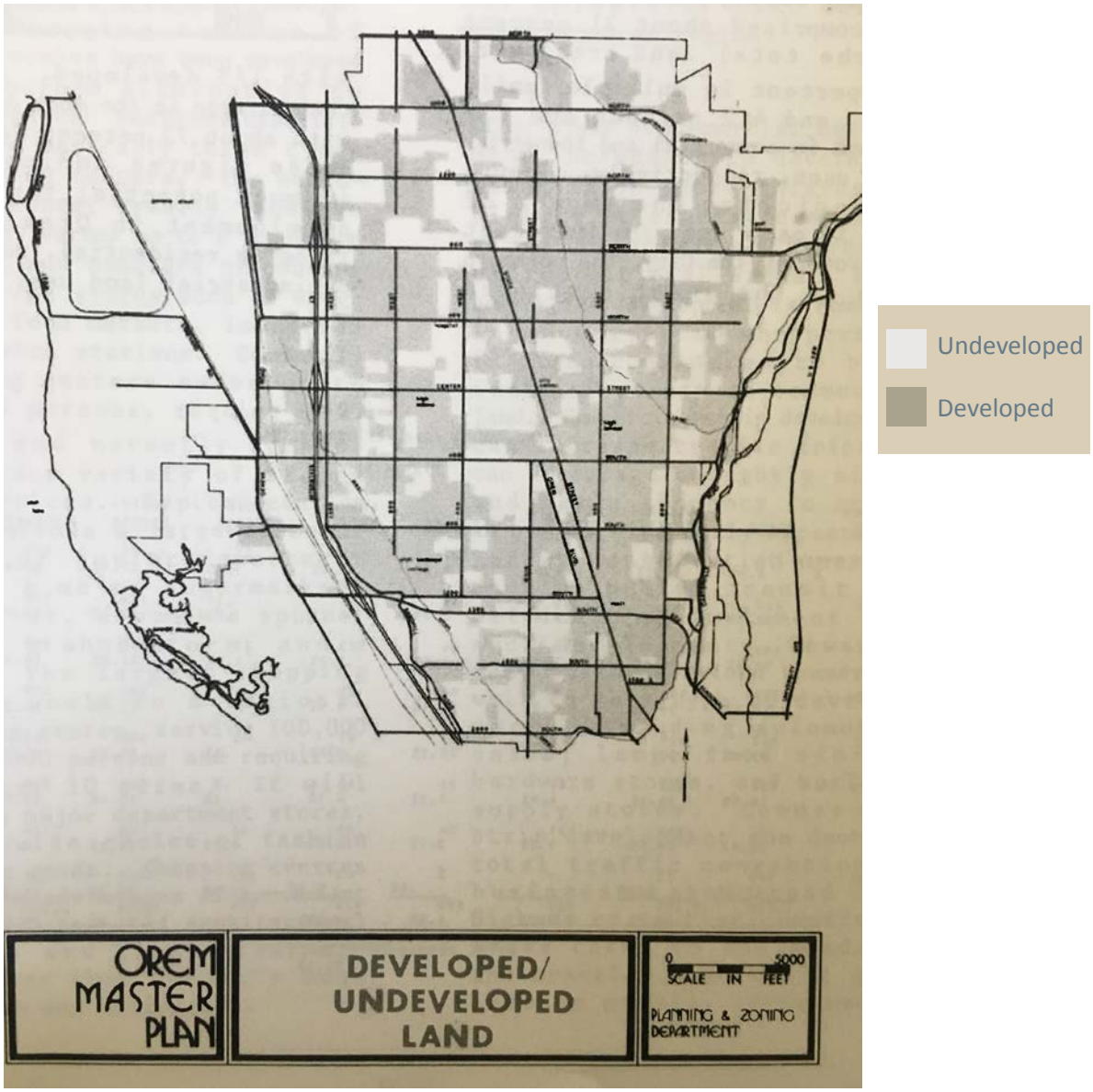


Figure 1.1 Developed and Undeveloped Land in Orem in 1981



Today, the Orem, Sharon, and Hillcrest neighborhoods still contain some of Orem's oldest residential and commercial properties, as well as a few remaining orchards and farmlands from earlier times. Many of the older houses that are located in these neighborhoods were built as farmhouses on large plots of agricultural land. The Orem, Sharon, and Hillcrest neighborhoods have continued to flourish with the construction of the SCERA Center for the Arts in 1933 and the development of University Mall in 1973. During these times, the predominantly agricultural lands seen in the Orem, Sharon, and Hillcrest neighborhoods were transformed from orchards and fields to single family residential homes and commercial areas. **Figure 1.1** shows a clipping from the City of Orem's 1981 Master Plan, describing the availability of undeveloped land in the City. As can be seen, there was quite a lot of developable land available in 198 1. Today, developable

Figure 1.2 Historic photograph of the SCERA Center for the Arts



land is limited within the Orem, Sharon, and Hillcrest neighborhoods and the majority of the remaining vacant sites within the City are brownfield areas in the western part of the City near the Geneva Road corridor.

1.3 NEIGHBORHOOD VISION

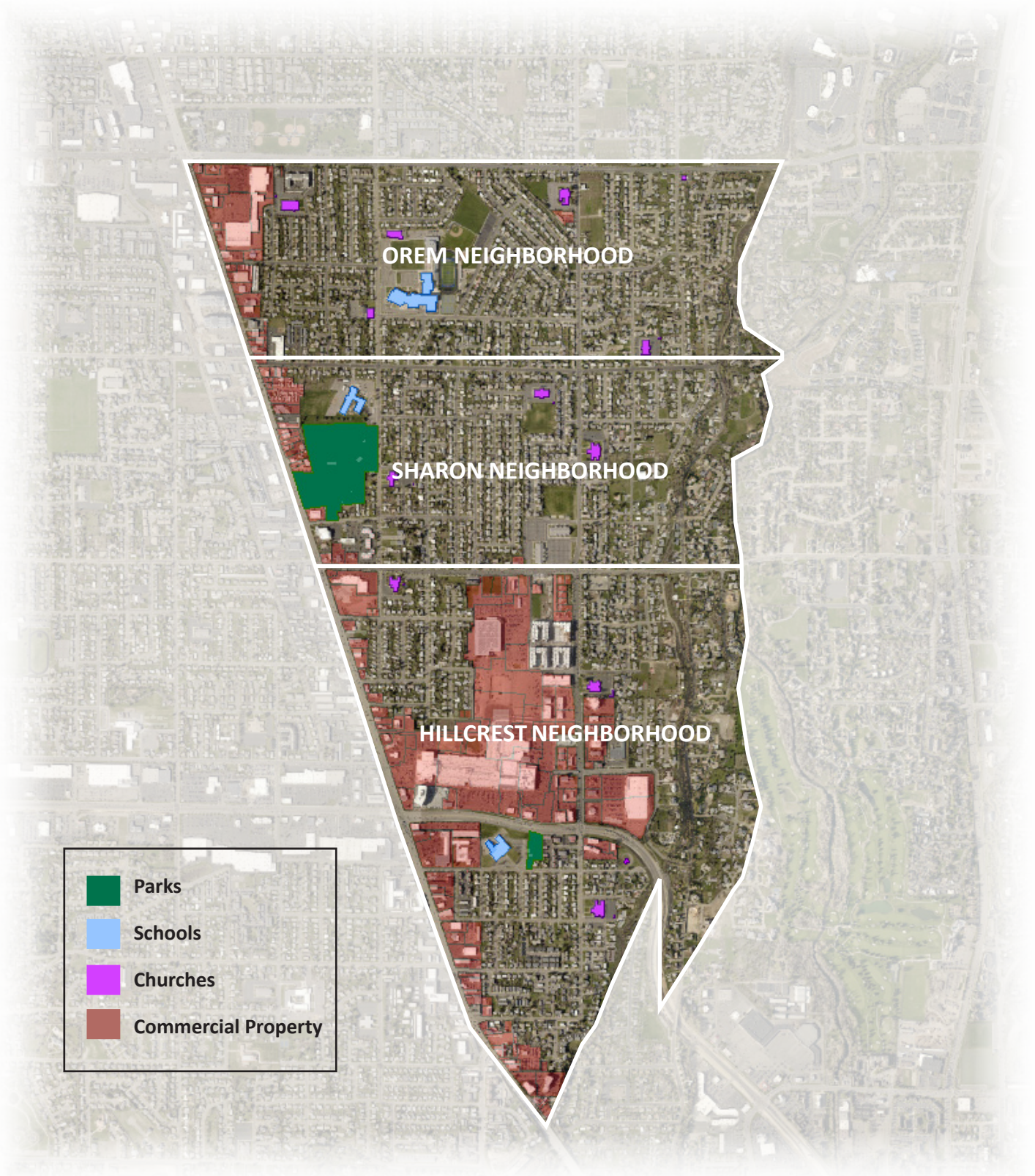
The City of Orem's motto is "Family City USA." Over the years, Orem has become just that. In 2018, Money Magazine ranked the City as one of the best places to live in Amerca.[1] Claudia Wallis, editor of TIME's book *Healthiest Places to Live*, called Orem one of the best places in America for spiritual well-being.[2] Residents feel that these mottos capture the unique identity of the City of Orem and hope that the City continues to be known for its safety, cordiality, and inviting nature.

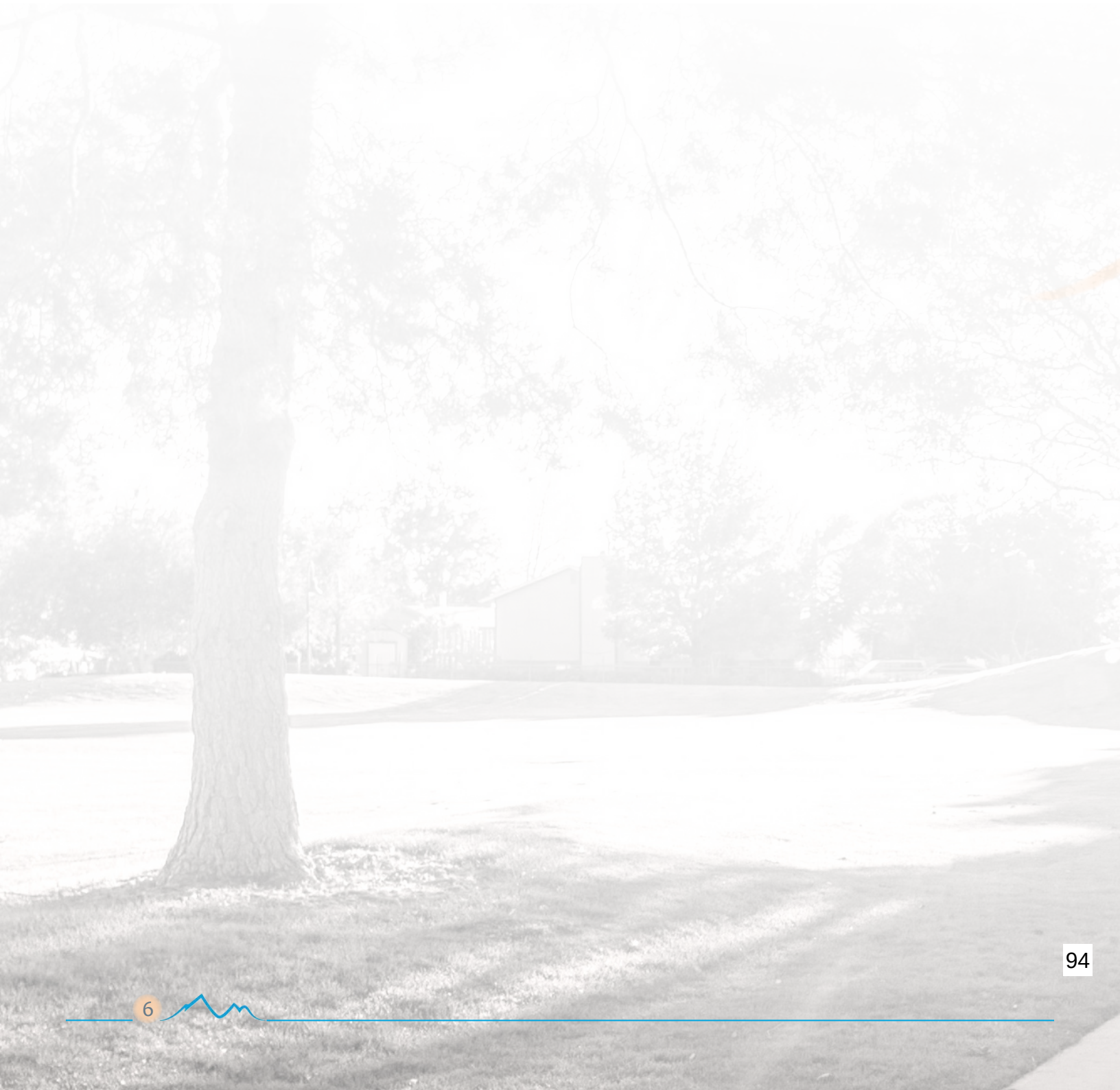
The Orem, Sharon, and Hillcrest neighborhoods have helped establish this reputation. As **Figure 1.3** shows, the neighborhoods have a mix of neighborhood resources and amenities that provide a great quality of life, not only for families but for all residents. This neighborhood plan identifies the following vision that preserves this quality of life for future generations:

"We value the nature and quality of our neighborhood. We desire to maintain neighborhood continuity and preservation while allowing for conscientious development. We strive to improve pedestrian and bicyclist safety on busy streets and promote public transit accessibility. We are dedicated to improving the connectivity and appeal of parks, trails, and other open spaces."

1. Adam Auriemma. The Best Places to Live in America. http://money.com/money/collection/2018-best-places-to-live/. 9/17/2018.
2. Sahaj Kohli. 10 of the Healthiest Places to Live in America. http://www.huffingtonpost.com/2014/08/06/healthiest-places-to-live-in-america_n_5648452.html. 7/14/2014.

Figure 1.3 Neighborhood Landmarks





2 DEMOGRAPHICS

Purpose

Understanding the demographic makeup of the neighborhoods is important to residents and City officials for its future planning. This data can be used to understand the general characteristics of residents when planning for future projects. In short, it shows the population and housing composition of these neighborhoods. This section contains data gathered from various sources including the U.S. Census and American Community Survey.

2.1 CENSUS DATA

This section provides a demographic overview for the Orem, Sharon, and Hillcrest neighborhoods. The data in this section originates from the American Community Survey (ACS). The ACS is an ongoing, annual survey completed by the U.S. Census Bureau and is used by many public-sector, private-sector, and not-for-profit stakeholders to allocate funding, track shifting demographics, plan for emergencies, and learn about local communities. This data provides demographic information that was previously available only every ten years when a decennial census was conducted.

In order to balance geographic resolution, temporal frequency, statistical significance, and respondent privacy, the ACS estimates are released in either one, three, or five year datasets. When examining smaller geographies, such as neighborhoods, five year datasets are utilized. Unless otherwise stated, the data in this

Figure 2.1 Neighborhood Block Groups

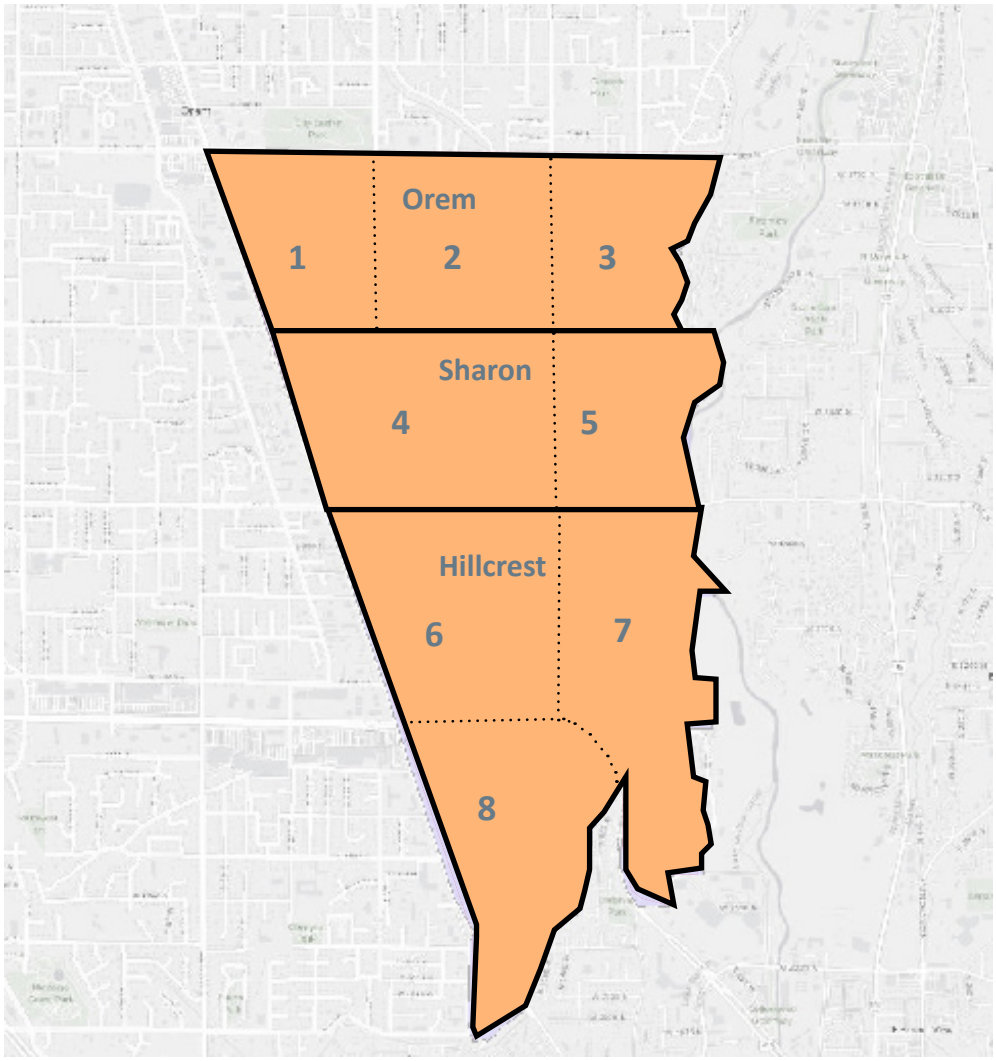
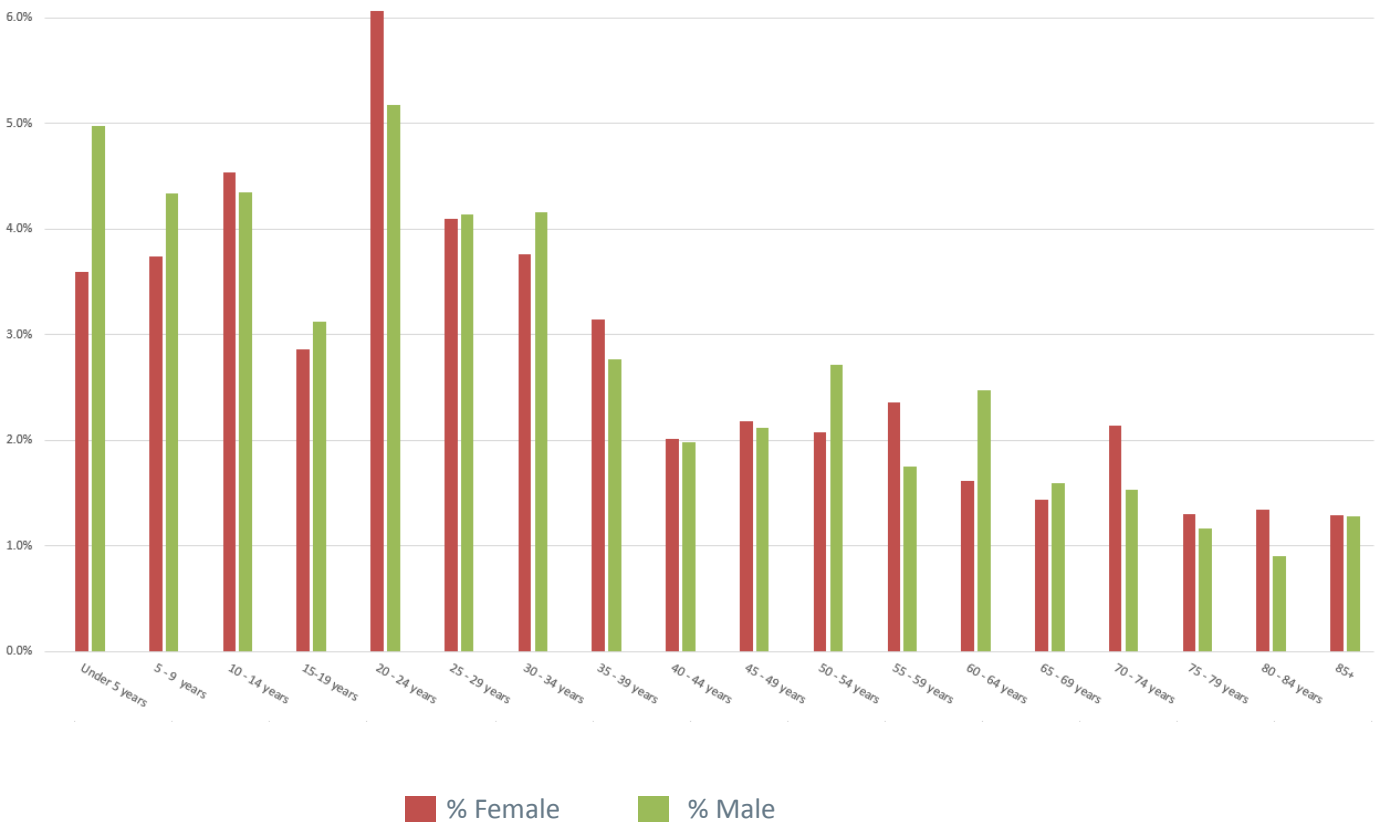


Figure 2.2 Population Characteristics



section is five year data presented at the block group level and released in 2017.

A block group is a geographical unit used by the Census Bureau and is between a tract and a block in size. **Figure 2.1** depicts the block groups associated with the neighborhoods. These block groups have been labeled by their respective names per Census tract, and their boundaries correspond nicely with the neighborhood boundaries.

2.2 POPULATION

Figure 2.2 displays population characteristics for Orem, Sharon, and Hillcrest on the basis of age and sex. The total population for the neighborhood is 10,065, with approximately 51% male and 49% female. As is evident from the chart, the neighborhoods show higher percentages of younger populations than older populations with little variation between percent male versus female in each age group.

Table 2.1 also displays tabular population characteristics for the neighborhoods. As is evident, the largest age group is 20-24 years old at 11.2% of the total population followed by children aged 10-14 years old at 8.9%. The percentage of population under the age 20 is 31.5%, which is consistent with the population trends seen in Utah County of large percentages of young populations.

Figure 2.3 displays population characteristics for Orem, Sharon, and Hillcrest on the basis of race and ethnicity. As is evident from the figure, the majority of the population in the neighborhood is white (94%), with Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian or other Pacific Islander, two or more races, or some other race making up the remaining 6%.

Figure 2.4 shows the range of median household incomes seen in Orem, Sharon, and Hillcrest. As is evident, median household incomes range from less than $10,000 per year to greater than $200,000 per year. The median household income bracket with the highest percentage of residents is $75,000 to $100,000 at 16% of the neighborhood population.

Table 2.1 Population Characteristics

	Male	Female	Total	Percent of Total
Under 5 years	501	362	863	8.6%
5 - 9 years	436	376	812	8.1%
10 - 14 years	437	456	893	8.9%
15 - 19 years	314	288	602	6.0%
20 - 24 years	521	610	1131	11.2%
25 - 29 years	416	412	828	8.2%
30 - 34 years	419	378	797	7.9%
35 - 39 years	278	316	594	5.9%
40 - 44 years	199	202	401	4.0%
45 - 49 years	213	219	432	4.3%
50 - 54 years	273	209	482	4.8%
55 - 59 years	176	237	413	4.1%
60 - 64 years	249	162	411	4.1%
65 - 69 years	160	144	304	3.0%
70 - 74 years	154	215	369	3.7%
75 - 79 year	117	131	248	2.5%
80 +	220	265	485	4.8%

Figure 2.3 Population Characteristics - Race and Ethnicity

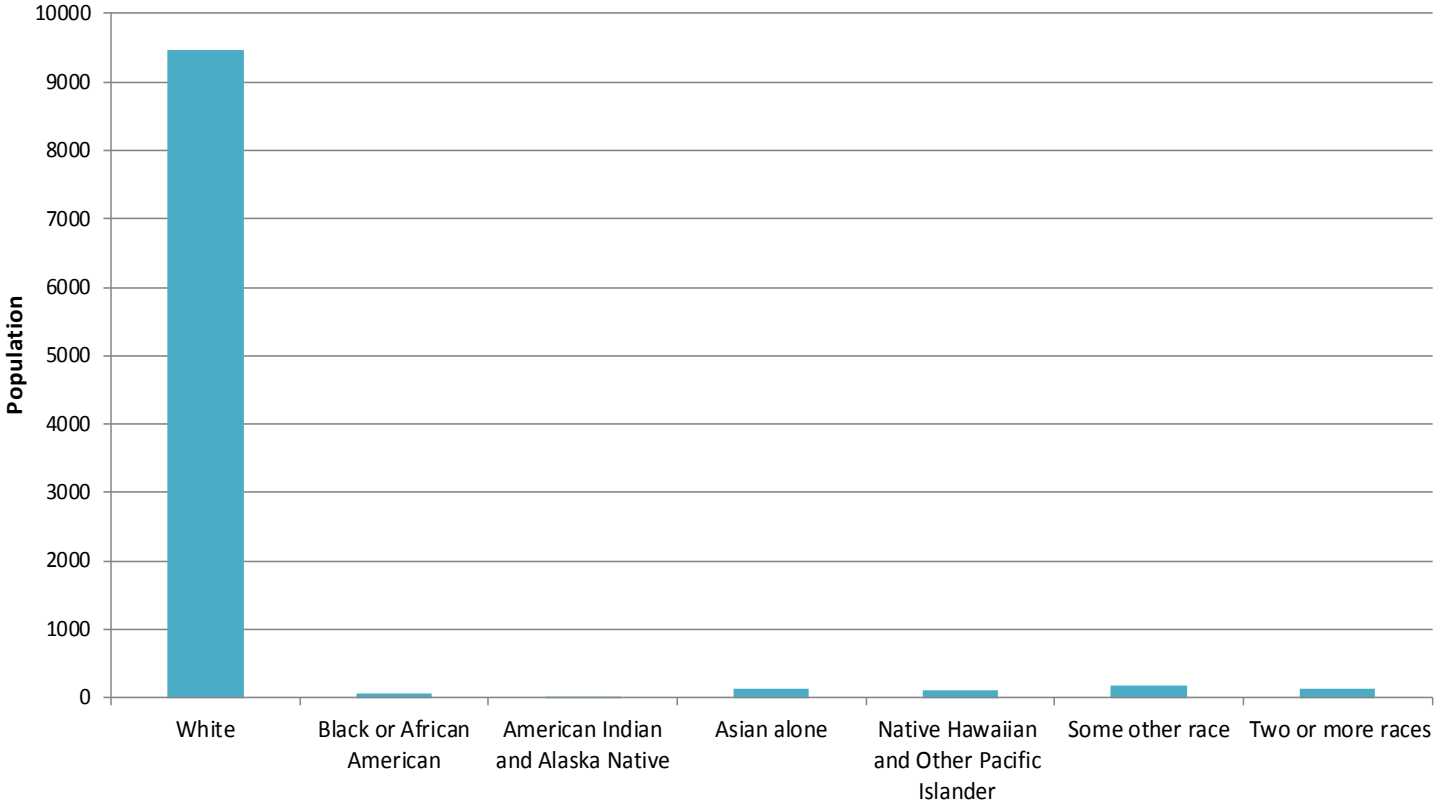


Figure 2.4 Population Characteristics - Median Household Income

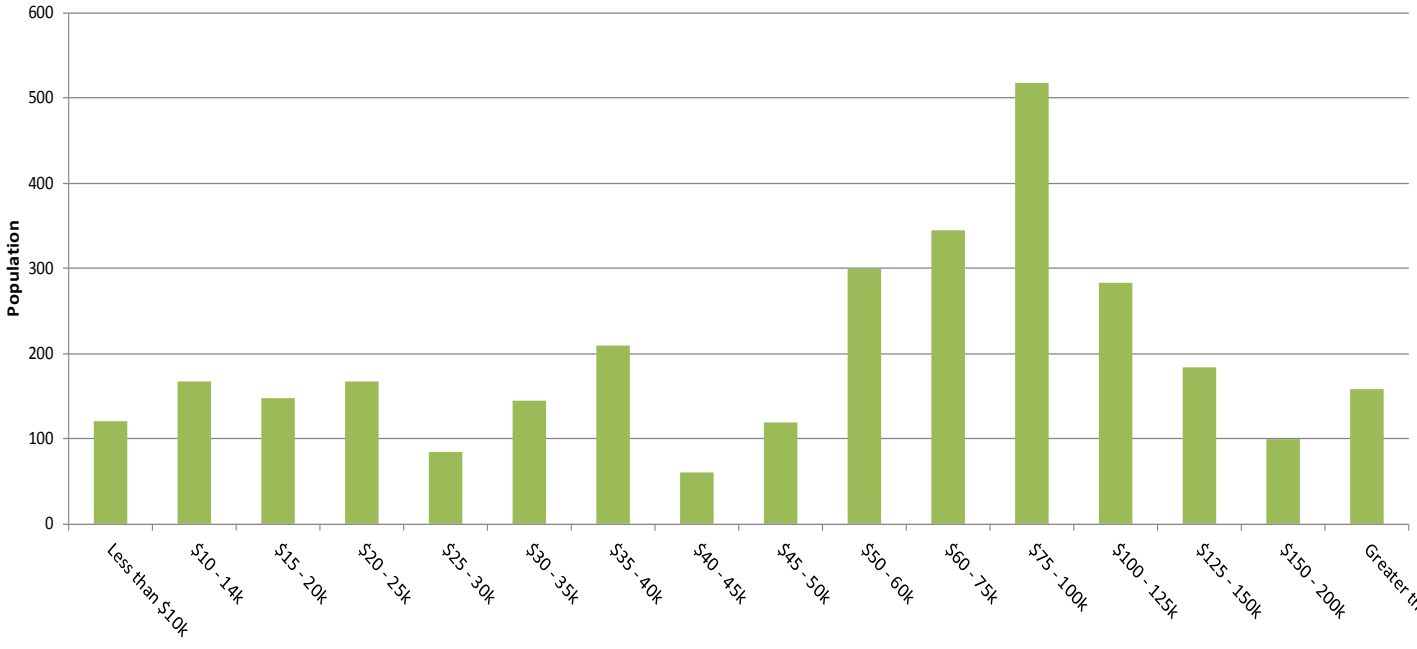
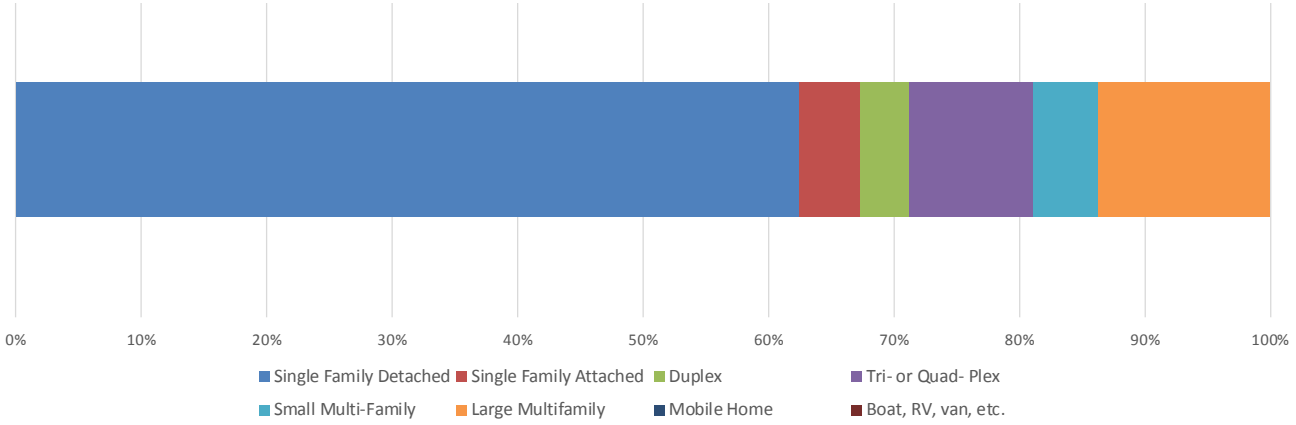


Figure 2.5 Housing Typology



2.2 HOUSING

There are an estimated 3,651 housing units in Orem, Sharon, and Hillcrest. **Figure 2.5** displays the housing characteristics in the neighborhood in terms of housing typology. The majority of houses in the neighborhood are single family detached (62%), followed long after by large multi-family (14%).

Figure 2.6 displays housing characteristics in the neighborhood in terms of occupancy rates. As would be expected with the Orem, Sharon, and Hillcrest neighborhoods being such popular areas to live, the occupancy rate is high with a 91% occupancy rate and 9% vacancy rate. The national average vacancy rate was approximately 10% in 2017. Low vacancy rates typically cause rents to be relatively high due to the increased demand and lack of supply. This phenomenon is seen throughout most of Orem and Utah Valley in general where the demand is high for both rentals and for-sale homes. **Figure 2.7** displays housing characteristics in the neighborhood by tenure. Properties in Orem, Sharon, and Hillcrest are predominantly owner occupied (66%) vs. renter occupied (34%), which is consistent with the Utah Valley trends.

Figure 2.6 Housing Occupancy

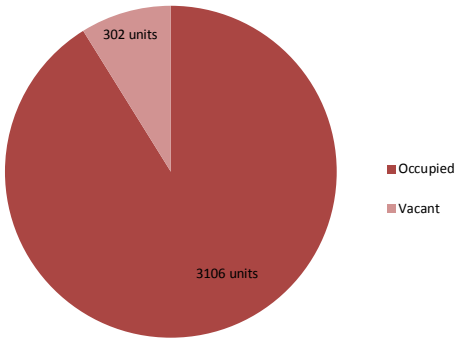


Figure 2.7 Housing Tenure

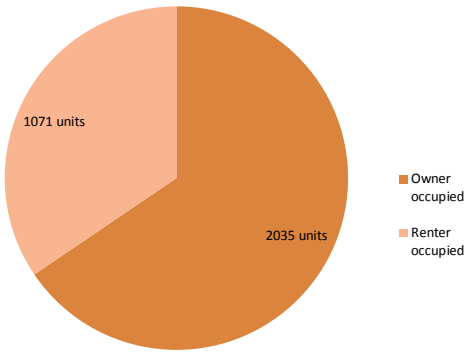


Figure 2.8 Housing Year Built

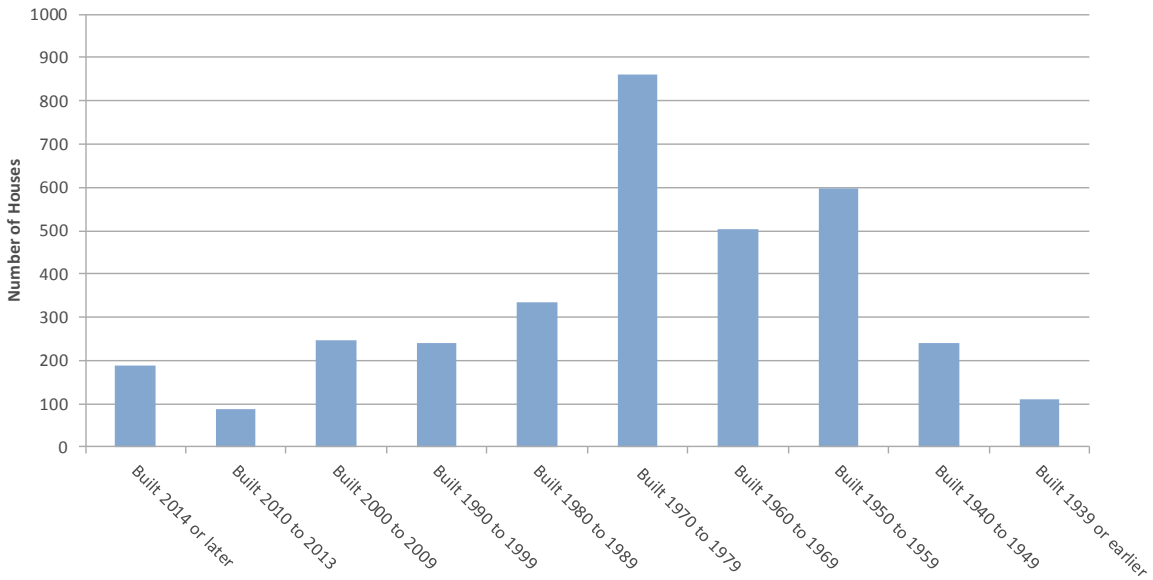
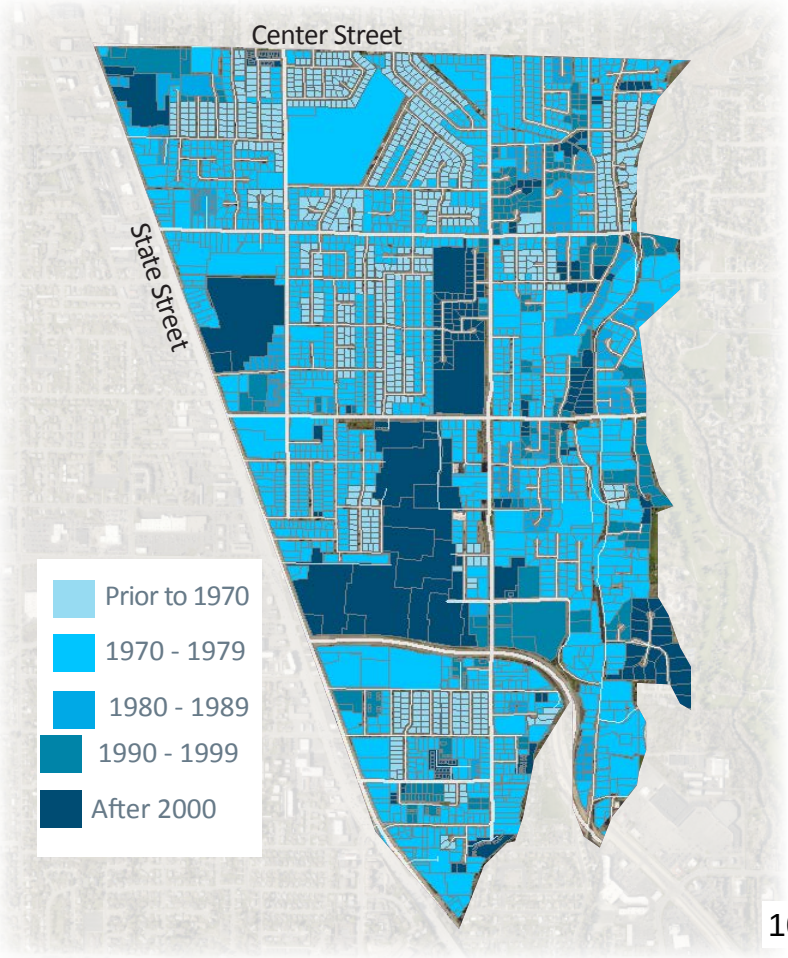


Figure 2.8 displays housing characteristics in the neighborhood in terms of house year built. The majority of houses in the neighborhood were built between 1970 and 1980, but the neighborhood does contain a considerable number of houses that were built between 1940 and 2014. This attests to the neighborhood's history as well as to the considerable development the area has seen recently. **Figure 2.9** shows a map of the development history within the neighborhoods.

Figure 2.9 Development History





LAND USE

3

Goals

1. Strategically locate higher density development on major roads, such as State Street and University Parkway, and ensure that current transportation and roadway networks can provide adequate traffic solutions.
2. Create better guidelines in the land use ordinance for buffering between commercial and residential land uses on all corridors and especially on major corridors, including implementing additional requirements on design, building height step-downs, and landscaping.
3. Support the City's goal of prohibiting zone changes within the neighborhood to maintain the single family residential character.
4. Support the City's efforts to implement affordable housing measures, such as accessory apartments, to attract and support a diverse population.
5. Support the City's efforts to acquire Hillcrest Elementary from the Alpine School District, if possible, and maintain as a park.
6. Maintain a safe, clean, and family-friendly neighborhood through neighborhood policing and code enforcement, neighborhood clean-up days, and a focus on lowering vacancy rates.

3.1 CURRENT LAND USE

The Orem, Sharon, and Hillcrest neighborhoods contain a mix of uses (see **Figure 3.1**). Alongside the State Street and the University Parkway corridors, uses are predominantly commercial. Elsewhere in the neighborhoods, uses are predominantly low density residential.

There are a few areas within the Orem, Sharon, and Hillcrest neighborhood that are part of the State Street Master Plan Districts (see page 24). These districts are located at the junction of State Street and University Parkway ("The Hub" district), between 400 South and 800 South on State Street ("The Arts District"), and at the intersection of State Street and Center Street ("The City Center District"). The goal of these districts is to promote higher density development that contains a mix of well-designed residential and commercial. These districts are regulated by strict standards that mandate certain architectural styles and open space provisions to promote conscientious development that fits with the City's goals.

Much of the residential development in the neighborhoods was built prior to 1980 (see **Figures 2.8-2.9**). Several residential dwellings were added between 1971 and 1990. Since 1990, most of the new residential development has been infill development in existing neighborhoods, as well as new multifamily structures located along the State Street corridor.

Figure 3.1 Current Land Use

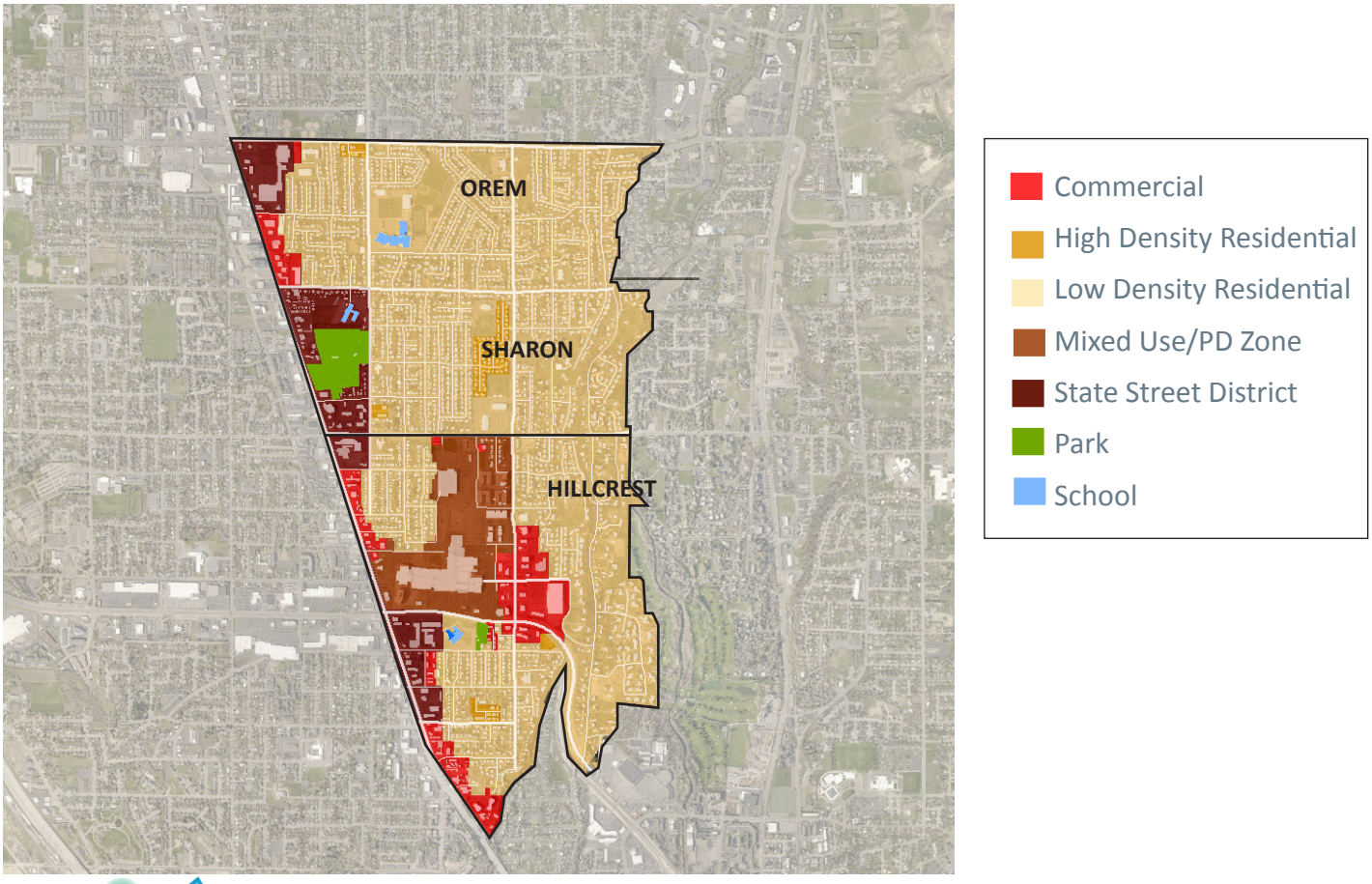
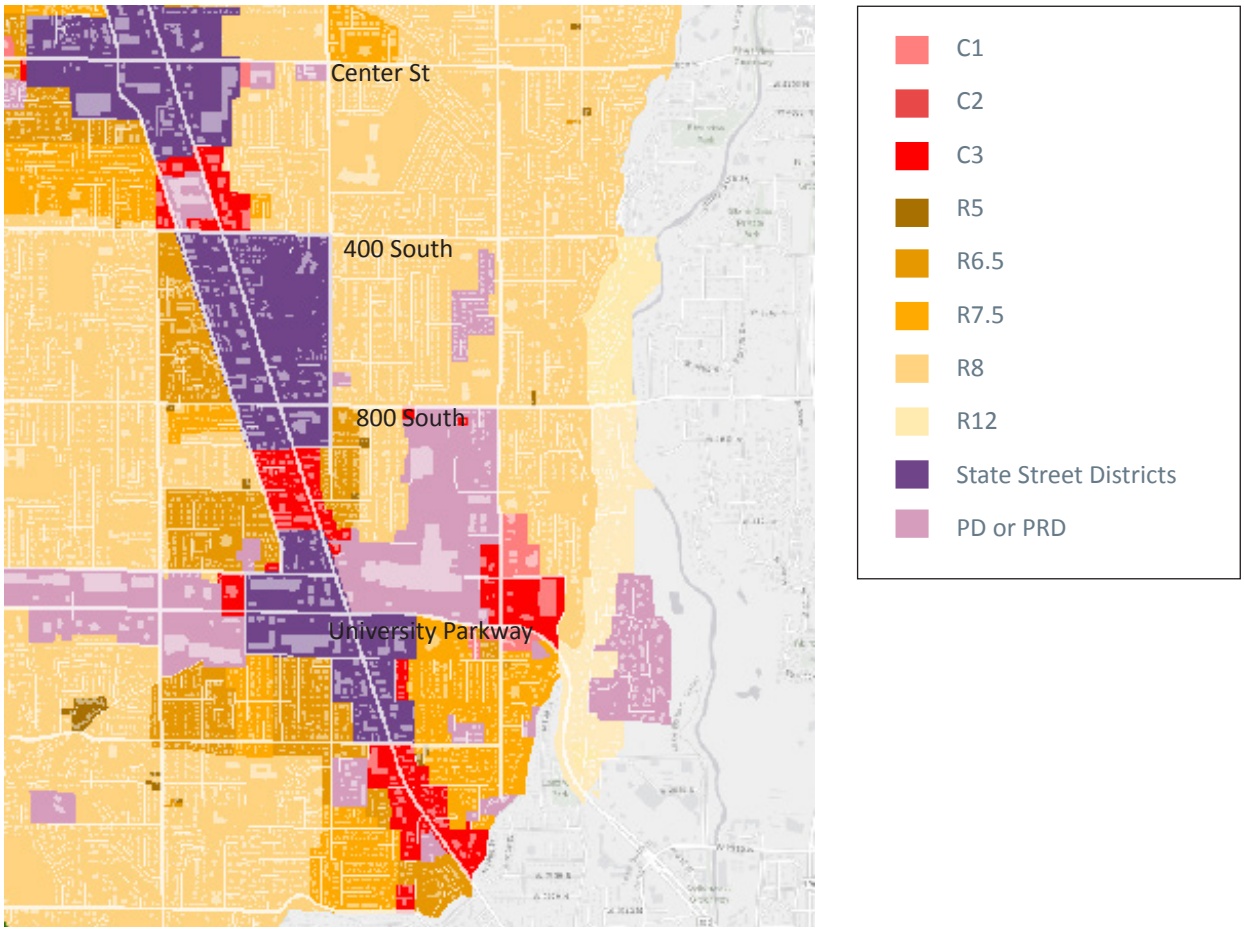


Figure 3.2 Current zoning



3.2 CURRENT ZONING

The Orem, Sharon, and Hillcrest neighborhoods have several different types of residential and non-residential zones. **Figure 3.2** provides a map of the current zoning. A brief description of the zones covering the neighborhoods is as follows. More information on each zone can be accessed online at http://online.encodeplus.com/regs/orem-ut/.

- Commercial - The Commercial zone contains three different zones: C1, C2, and C3. The C1 zone was established to promote non-retail commercial uses, such as offices and financial institutions, as the primary use and to encourage development in a manner that is compatible with adjacent residential uses. The C2 zone was established to promote commercial and service uses for general community shopping. The C3 zone was established to encourage and enhance the development of commercial complexes with multiple tenants in a way that contributes to the positive character of the City of Orem and the surrounding region.
- State Street Districts - The Districts are regulated by unique land use ordinances that promote new retail, office, and residential development. These

land use ordinances contain extensive design standards that mandate certain architectural styles and the inclusion of public space areas to create desirable nodes within the State Street corridor. More details on the State Street Districts can be found in the next section.

- PD and PRD - The purpose of the Planned Development (PD) and the Planned Residential Development (PRD) zones is to provide flexibility in the City's zoning scheme in order to allow for unique and well-planned developments that would not be possible under one of the City's existing zoning classifications. PD zones can incorporate both commercial and residential land uses.
- R5 - The R5 zone was formerly established to promote medium density residential uses with a minimum lot size of 5,000 square feet per lot. All provisions of the City Code applicable to the R5 zone shall continue to apply to all parcels that are currently zoned R5. However, since 2004, the R5 zoning designation is no longer applied to any additional property within the City.
- R6 - The R6 zone was established to promote medium density residential uses with minimum lot sizes from 6,000 square feet. Some additional other uses are allowed which are compatible with the character of the zone.
- R7.5 - The R7.5 zone was established to promote low-medium density residential uses with minimum lot sizes from 7,500 square feet. Some additional other uses are allowed which are compatible with the character of the zone.
- R8 - The R8 zone was estalished to promote low density residential uses with minimum lot sizes from 8,000 square feet. Some other uses are allowed which are compatible with the zone.
- R12 - The R12 zone was estalished to promote low density residential uses with minimum lot sizes from 12,000 square feet. Some other uses are allowed which are compatible with the zone.
- R20 - The R20 zone was estalished to promote low density residential uses with minimum lot sizes from 20,000 square feet. Some other uses are allowed which are compatible with the zone.



Thousands Attended the 2017 Orem Harvest Festival at the Orem Community Hospital

Figure 3.4 Urban Sidewalk Design from the Orem General Plan 2011



3.3 FUTURE LAND USE PLANS

City of Orem General Plan 2011

The 2011 General Plan outlines major goals and visions for the City of Orem. It addresses issues related to land use, transportation, housing, urban design, economics, public facilities, and parks. The Plan includes objectives which will guide future development and decisions affecting the Orem, Sharon, and Hillcrest neighborhoods. These goals include:

- Utilizing low density residential zones and single-family homes as the backbone of housing stock in the City.
- Supporting Planned Residential Development (PRD) zones to create diverse and quality housing for citizens while still requiring development to be built to higher standards.
- Promoting active transportation methods such as bicycle and pedestrian paths where safe or appealing to increase connections between parks, open spaces, and schools (see **Figure 3.4**).

State Street Corridor Master Plan 2015

This plan was developed to establish a long term vision for the future redevelopment of the State Street corridor. Recognizing its importance as a transportation and business arterial in the City and Utah County, there is concern about how the corridor will continue to develop to meet the needs of local residents and regional demands.

The plan addresses topics such as transportation, housing, economic development, infrastructure improvements, urban design, transit, and open space. Some of the key elements of the plan relevant to these neighborhoods include:

- Creating the City Center District at State Street and Center Street; the Arts District between 400 South and 800 South on State Street; and the Hub District at the intersection of State Street and University Parkway (see **Figure 3.5**). The Districts are regulated by unique land use ordinances that promote new retail, office, and residential development. These land use ordinances contain extensive design standards that mandate certain architectural styles and the inclusion of public space areas to create desirable nodes within the State Street corridor.
- Concentrating new growth and redevelopment in the Districts while maintaining the existing zoning on other parts of the State Street corridor.
- Providing the flexibility to incorporate future transit on the regional corridor and develop a safe and complete bike-way along State Street.
- Encouraging local retail development with a focus of providing everyday services to the adjacent neighborhoods. This would include maintaining existing grocery uses, restaurants, and other services while developing opportunities for appropriate office users such as small-scale medical

Figure 3.5 State Street Master Plan Arts District and the Hub

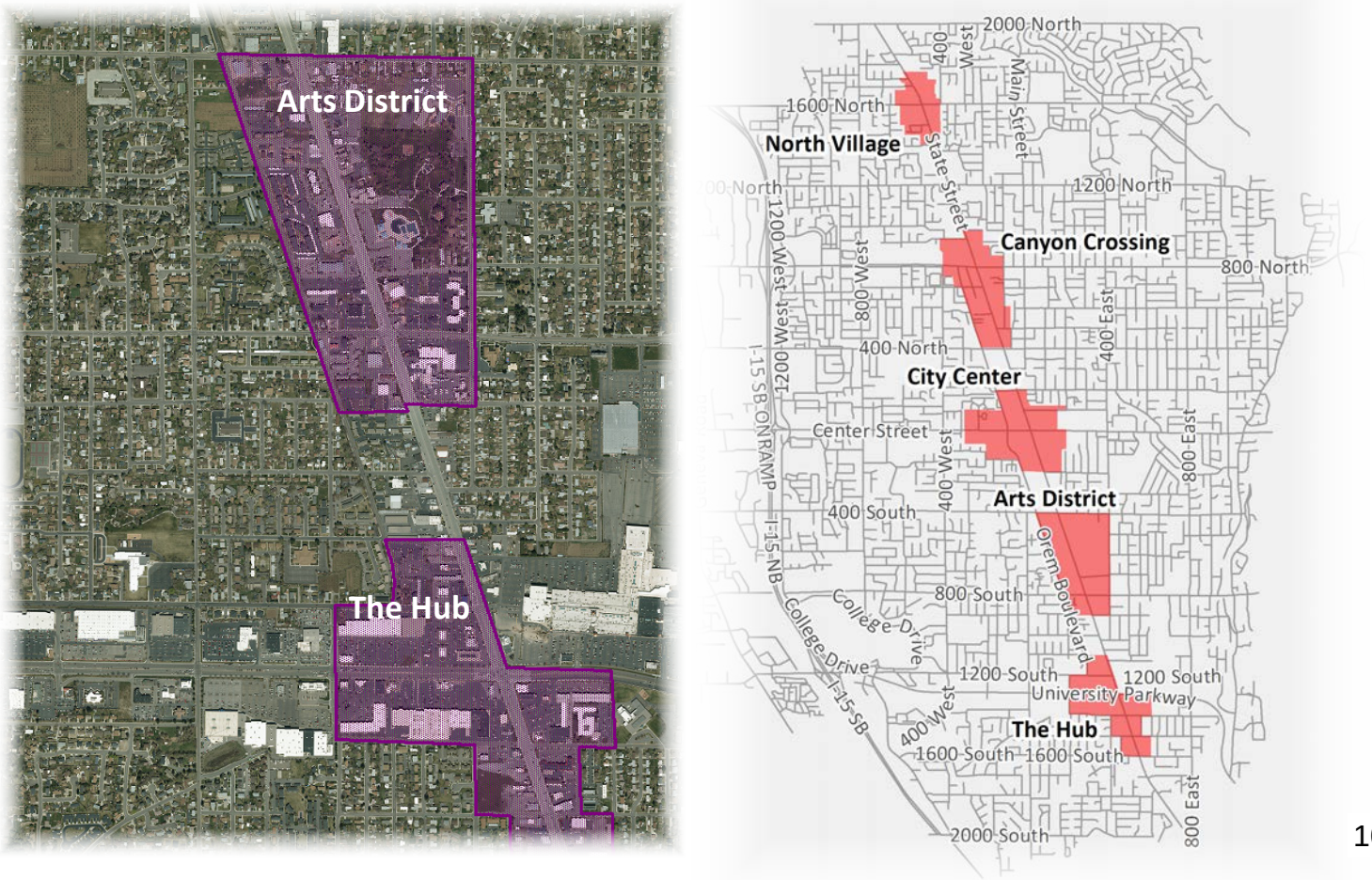


Figure 3.6 State Street Master Plan Arts District Hypothetical Growth



or professional office space.

- Appropriately buffering new developments from existing neighborhoods through a myriad of urban design tools, including building siting, setbacks, step downs, density restrictions, landscaping, signage, lighting, and other design elements. This will allow for future growth along the State Street corridor while preserving the single family character of neighborhoods wherever possible.

3.4 Goals

The major goals of the Orem, Sharon, and Hillcrest neighborhoods related to land use are:

1. Strategically locate higher density development on major roads, such as State Street and University Parkway, and ensure that current transportation and roadway networks can provide adequate traffic solutions.
2. Create better guidelines in the land use ordinance for buffering between commercial and residential land uses on all corridors and especially on major corridors, including implementing additional requirements for design, building height step-downs, and landscaping.
3. Support the City's goal of prohibiting zone changes within the neighborhood to maintain the single family residential character.
4. Support the City's efforts to implement affordable housing measures, such as accessory apartments, to attract and support a diverse population.
5. Support the City's efforts to acquire Hillcrest Park from the Alpine School District, if possible, and maintain as a park.
6. Maintain a safe, clean, and family friendly neighborhood through neighborhood policing and code enforcement, yard maintenance requirements, and a focus on lowering vacancy rates.



4 TRANSPORTATION

Goals

1. Prioritize improvements at the following intersections: 400 East and 800 South, 800 East and 400 South, 800 East and 800 South, and 800 East and 1600 South.
2. Implement traffic calming measures, such as raised crosswalks and pedestrian refuges, on 400 East, 800 East, 200 South, and 800 South.
3. Explore the possibility of intersection improvement at Palisade Drive and Center Street, including potential implementation of a traffic signal.
4. Improve access to trails and parks and implement new walkways where needed, such as on Carterville Road north of 800 South, near or on canals, and between cul-de-sacs.
5. Support efforts to improve public transit options and access on State Street by increasing the number of bus routes and decreasing headways between stops, including implementation of a BRT line.
6. Maintain transparency with the public about current and future roadway projects.

4.1 EXISTING NETWORK

As with other parts of the City, the Orem, Sharon, and Hillcrest neighborhoods have a tiered or classed roadway system. Within and surrounding these neighborhoods there are arterials, collectors, and local roads. In addition to these public roads there may be private roads, which are not owned or maintained by the City.

As demonstrated in **Figure 4.1**, State Street is a principal arterial, meaning this roadway has been designed to carry a high level of traffic and to serve the larger region, connecting cities across Utah County. State Street is one of a few public roadways in Orem where the right of way belongs to the State, not the City, and is managed by the Utah Department of Transportation (UDOT). This limits what the City can do with these roads. However, in cooperation with UDOT, there are plans to improve the functionality of State Street, including adding future bike lanes along certain sections and improving sidewalk amenities.

Along with State Street, University Parkway is classified as a principle arterial. 400 South and 400 East serve as minor arterials. Center Street, 800 South, and 800

Figure 4.1 Roadway Classifications

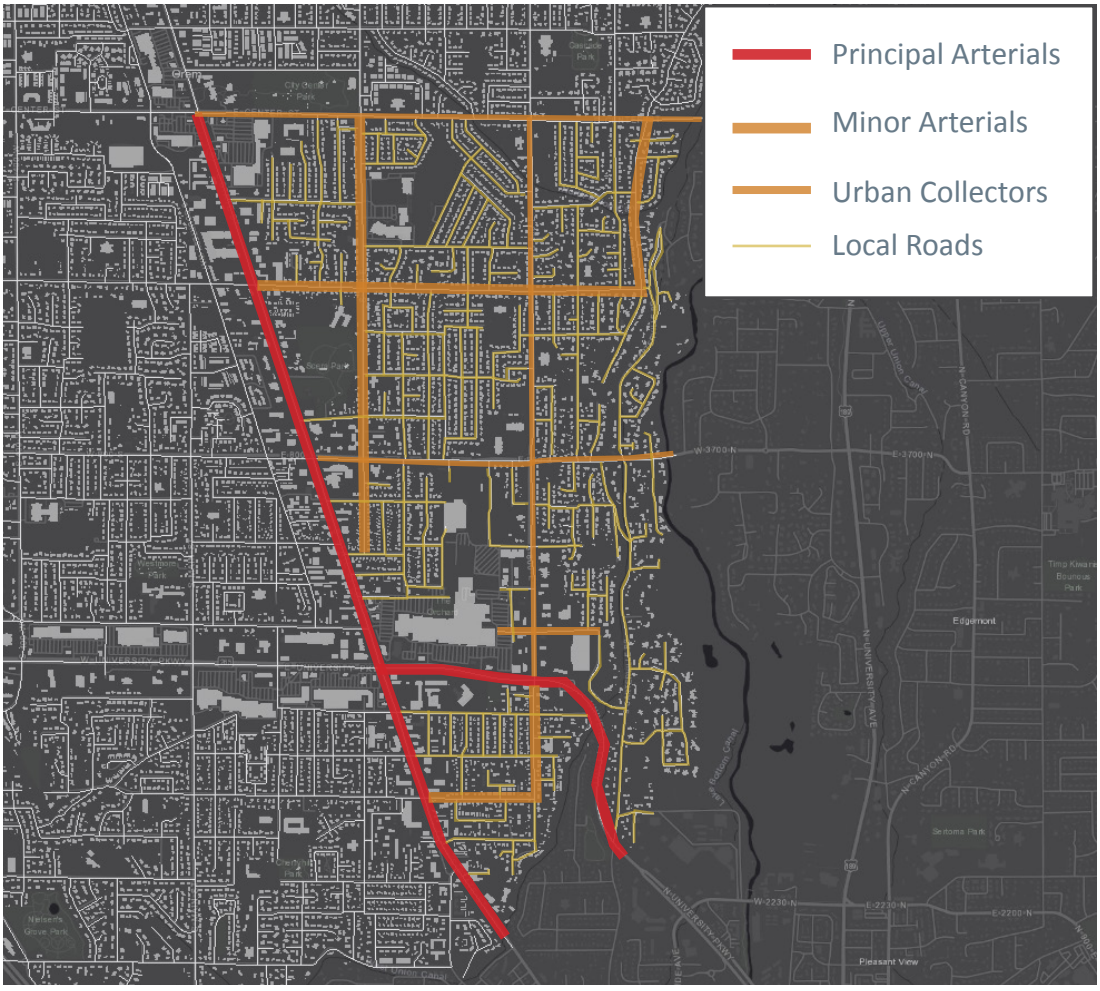
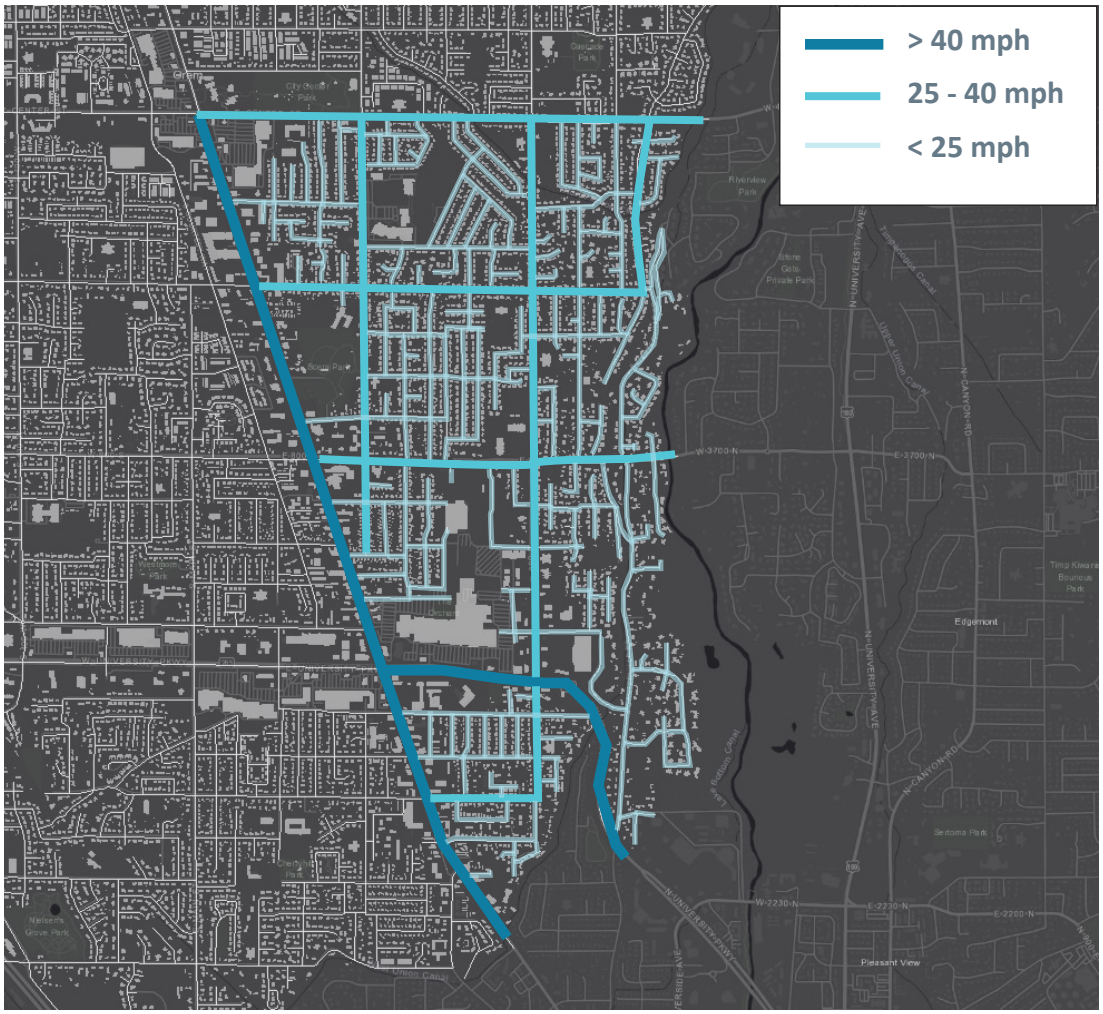


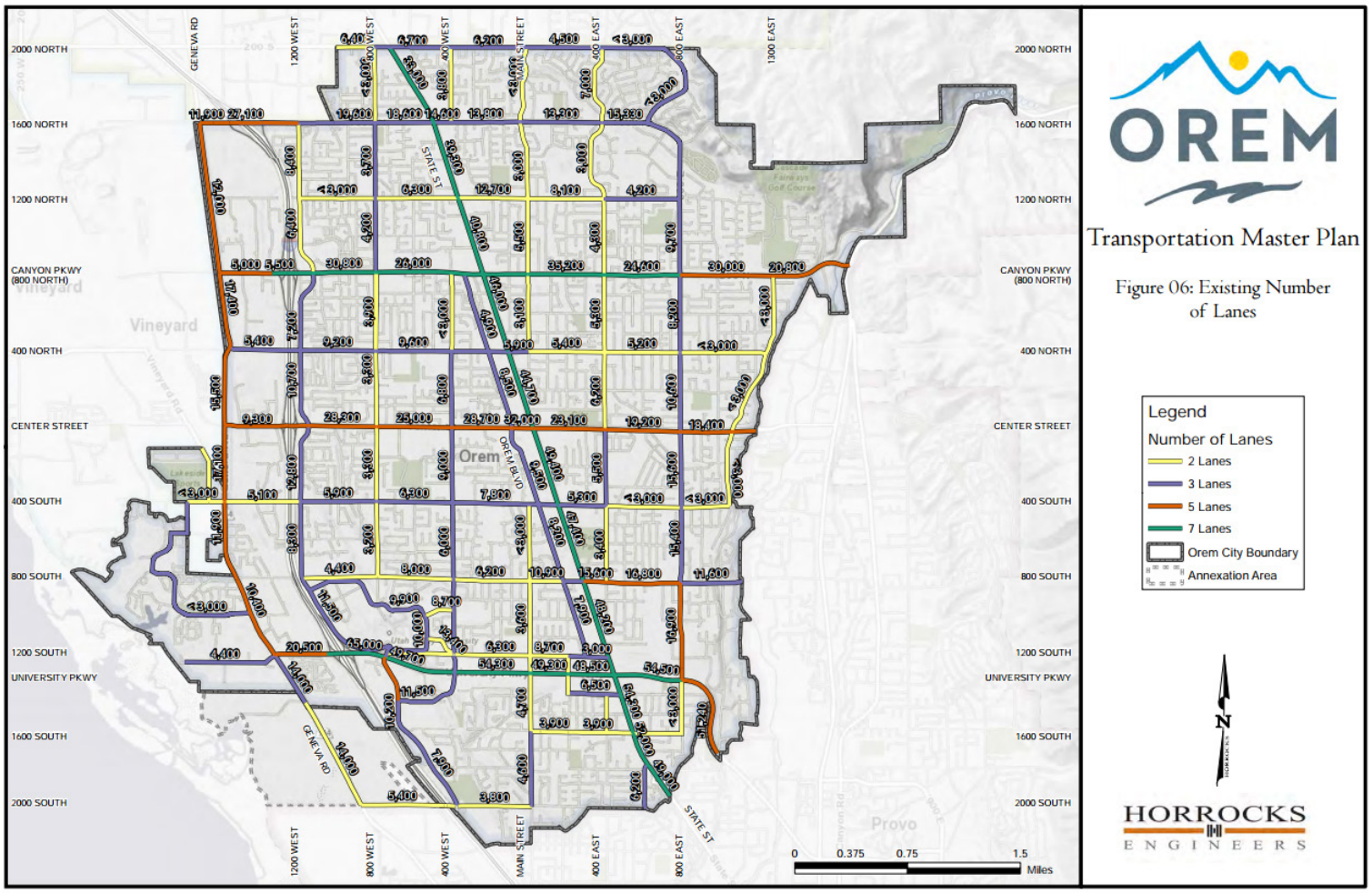
Figure 4.2 Roadway Speed Limits



East are all urban collectors. All other roadways are considered local roads. **Figure 4.2** illustrates the speed limits on all roadways in the neighborhoods. Typically, the functional classification system displayed in **Figure 4.1** will correspond with varying speed limits. Urban collectors often have a speed limit of 30 MPH or less, being designed wider than local roads with the ability to safely handle higher traffic volumes and speeds whereas principal arterials often have a higher speed limit due to increased traffic loads.

The amount of traffic volume on a roadway on a given day is known as the Annual Average Daily Traffic (AADT). The AADT for the major roadways in the neighborhoods can be seen in **Figure 4.3,** on the following page. Corresponding with the functional classifications, arterials and urban collectors are shown to have higher AADT than local roads. Part of the reason is that traffic will naturally flow along routes designed for higher traffic volumes. A priority for residents is maintaining good traffic flow in the neighborhoods, and they expressed the desire to investigate adjusting speed limits in an attempt to promote safety and walkability along busier streets.

Figure 4.3 Annual Average Daily Traffic Counts, 2015

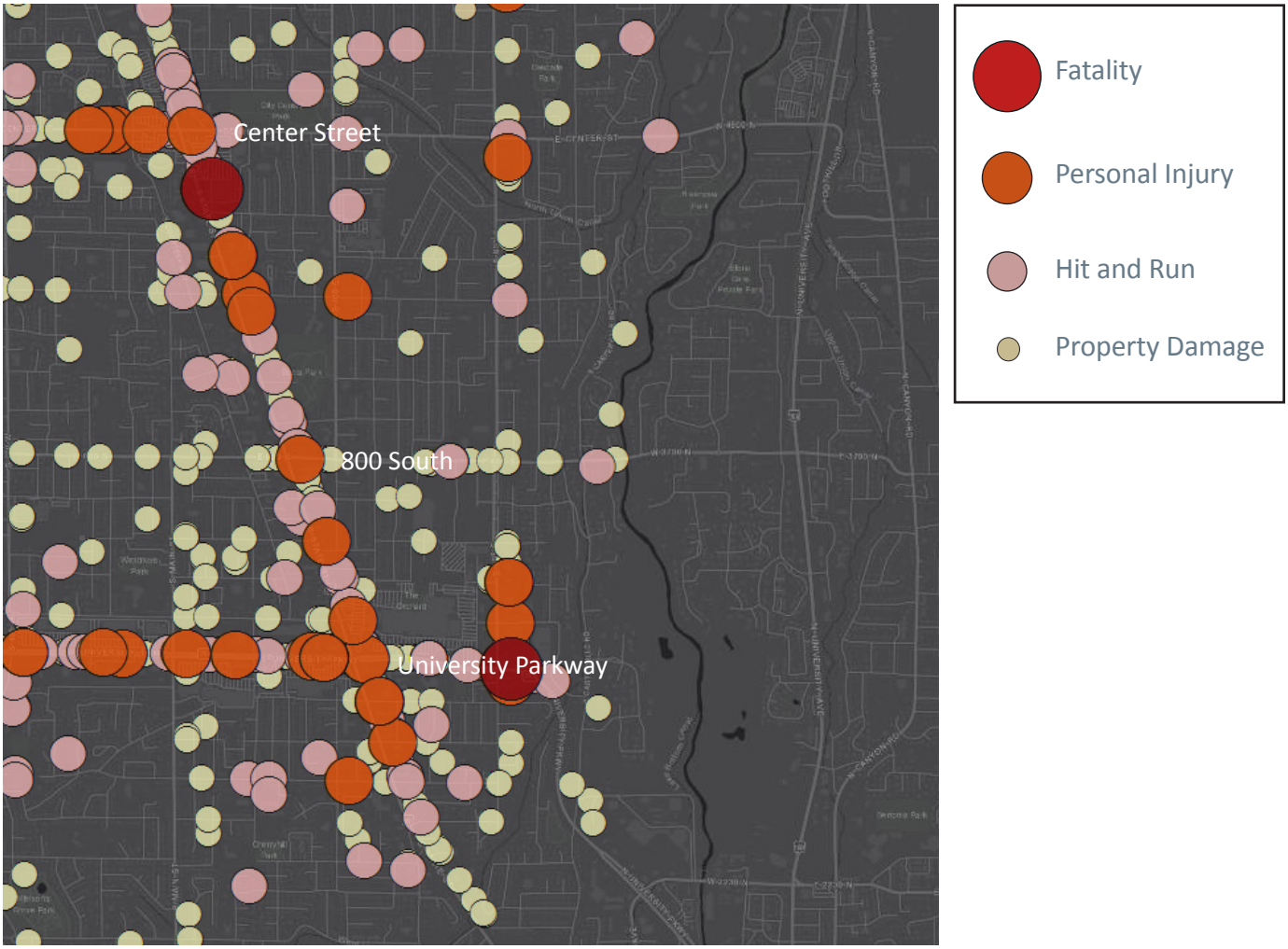


Another major concern mentioned by residents was roadway safety. **Figure 4.4** depicts the accidents that have occurred in the neighborhoods over the course of a year (2015).

Due to the challenge of overlapping points, the number of accidents graphically displayed understates the actual numbers. On the streets associated with the neighborhoods, there were a total of 718 accidents in 2015; 605 classified as property damage accidents, 89 classified as hit and run, 21 classified as personal injury accidents, and two fatalities. Of this total, roughly 32% occurred on State Street, 22% occurred on University Parkway, 12% occured on 800 East, 9% occurred on 800 South, and 25% occured on all other streets.

Many of the accidents which took place on the major corridors were reportedly right angle crashes resulting from left-turns across on coming traffic. This is one of the reasons why UDOT and the City are exploring the possibility of adding medians in the future along portions of State Street.

Figure 4.4 Reported Accidents, 2015



4.2 FUTURE PLANS

Street Connection Master Plan 2014

This plan outlines the City's long term goals to complete street connections and missing road segments throughout the City. Key areas are outlined to be completed as the need arises and development occurs. One of the major goals of the plan is to promote the completion of these connections with new development fees to relieve the taxpayer of the cost of completing these streets. A number of connections were completed throughout the neighborhoods in recent years. These connections create a better street network and help with overall connectivity.

Further connections will be created as remaining properties develop. This plan identifies a few locations in the neighborhoods where future connections may occur (see **Figure 4.5** on the following page). This plan will be updated in the future to address the possibility of new street connections. Future plans for the State Street Districts will likely be among those new street connections.

Transportation Master Plan 2015

This plan outlines the City's long term transportation goals and plans. **Figure 4.6**, on the following page, displays a map from the plan showing the proposed status of the roadway network in 2040. Future roadway improvements that will impact the neighborhoods include the expansion of 800 South and Center Street, as well as multiple planned intersection improvements.

4.3 BICYCLES & PEDESTRIANS

Figure 4.7 (on page 30) shows the existing and future bicycle and pedestrian lanes, routes, and paths found in the neighborhoods. As the map shows, the existing bicycle and pedestrian network is limited, with bike lanes only along 800 East and University Parkway. There are plans for this network to be expanded, with bike lanes proposed for Center Street, 400 South, 800 South, 400 East, and 800 East, as well as for many of the other arterials in the neigborhood. As this expansion occurs, residents expressed the desire for improvements to be high quality and safe. More than just paint on the road, residents want to see traffic calming improvements that make bicyclists and pedestrians feel invited and safe, such as bike lane buffering and landscaping.

Figure 4.5 Street Connection Master Plan

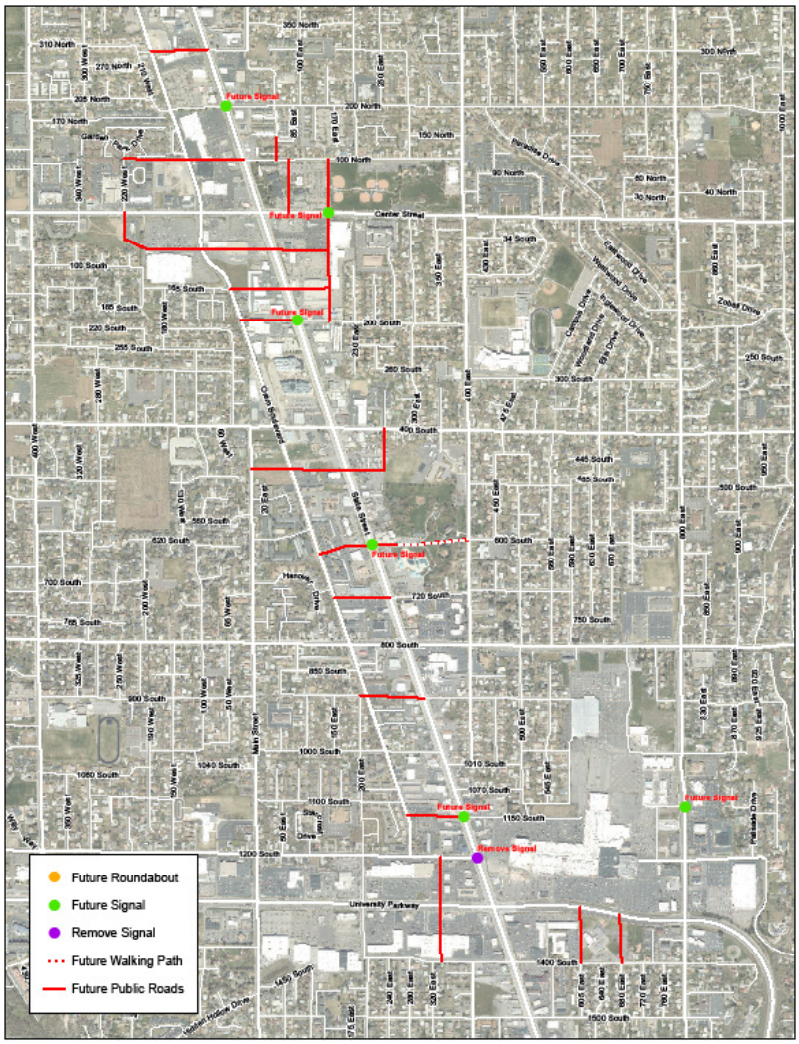
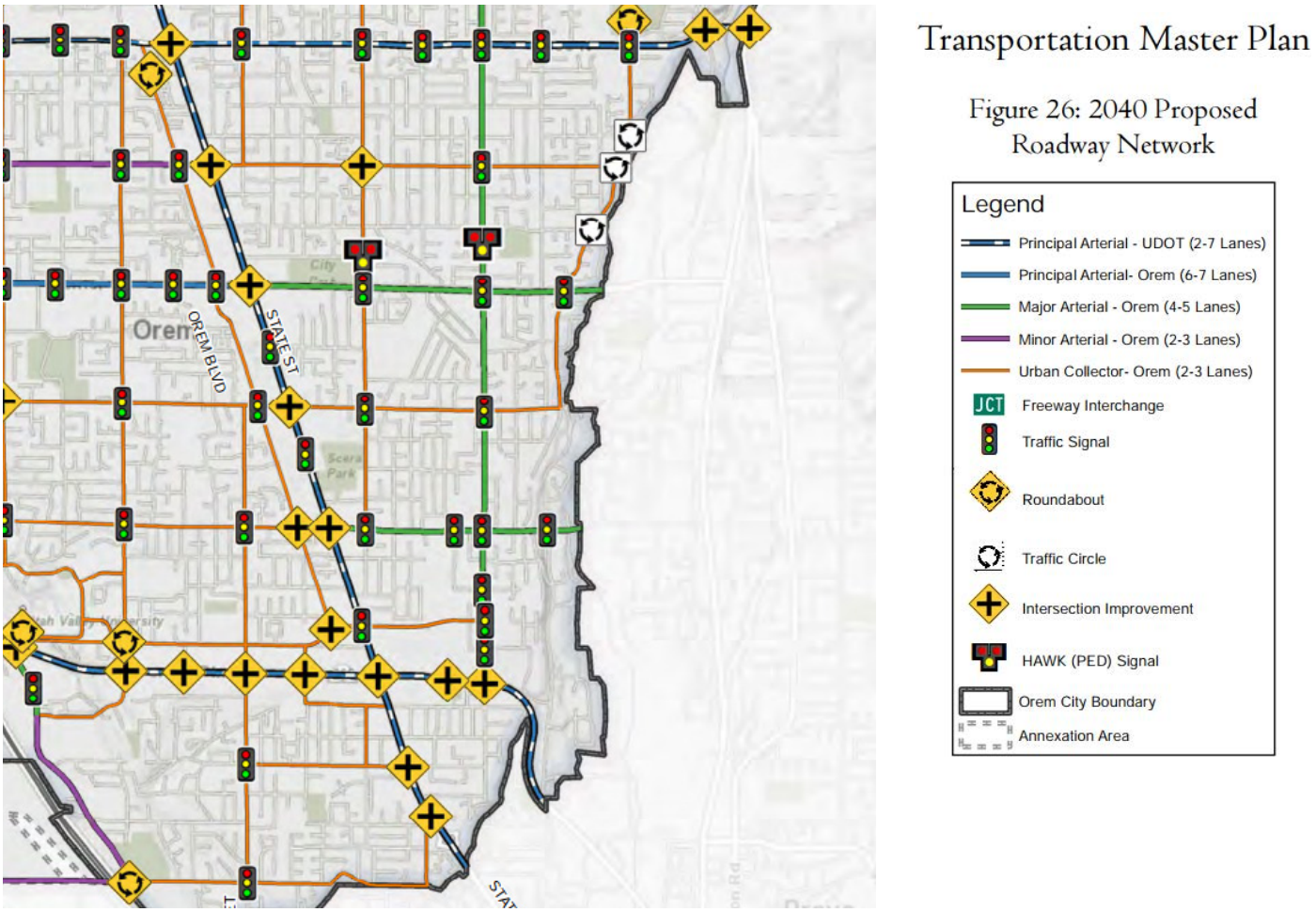


Figure 4.6 Transportation Master Plan 2040 Proposed Roadway Network



4.4 Goals

The major goals of the Orem, Sharon, and Hillcrest neighborhoods related to transportation are:

1. Prioritize improvements at the following intersections: 400 East and 800 South, 800 East and 400 South, 800 East and 800 South, and the 800 East and 1600 South.

2. Implement traffic calming measures, such as raised crosswalks and pedestrian refuges, on 400 East, 800 East, 200 South, and 800 South.

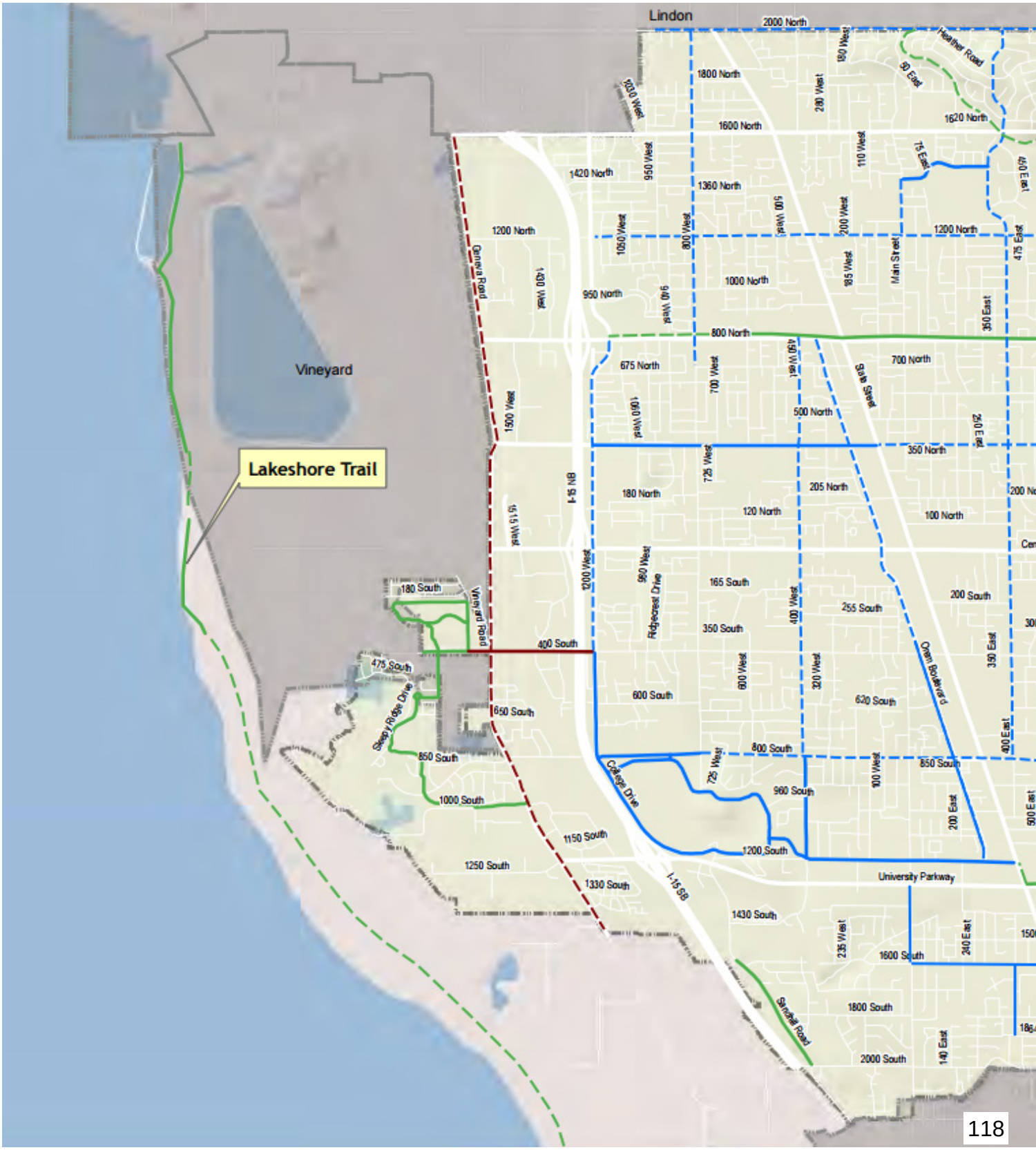
3. Explore the possibility of intersection improvement at Palisade Drive and Center Street, including potential implementation of a traffic signal.

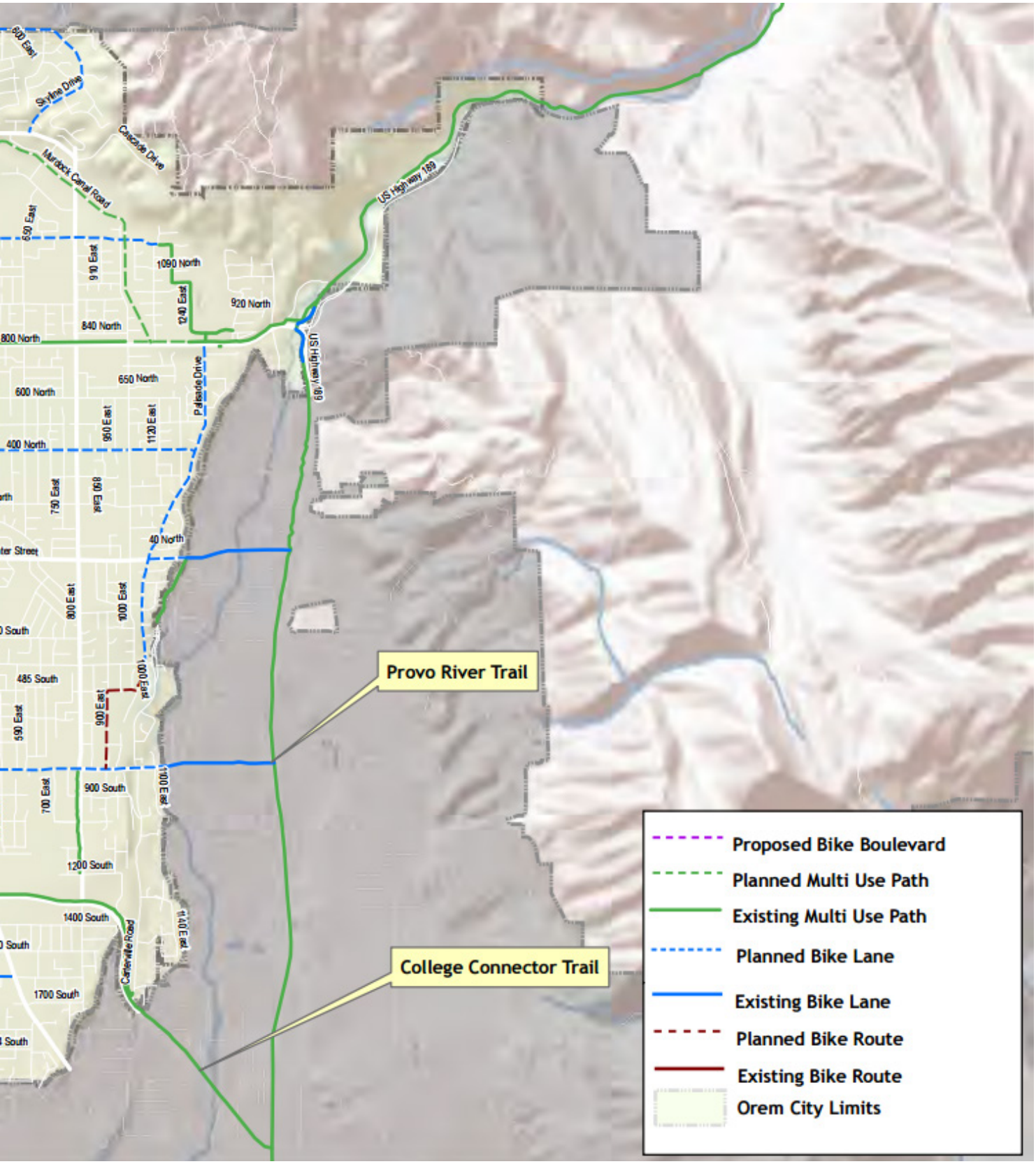
4. Improve access to trails and parks and implement new walkways where needed, such as on Carterville Road north of 800 South, near or on canals, and between cul-de-sacs.

5. Support efforts to improve public transit options and access on State Street by increasing the number of bus routes and decreasing headways between stops, including implementation of a BRT line.

6. Maintain transparency with the public about current and future roadway projects.

Figure 4.7 Bicycle and Pedestrian Plans




Provo River Trail
College Connector Trail
Proposed Bike Boulevard
Planned Multi Use Path
Existing Multi Use Path
Planned Bike Lane
Existing Bike Lane
Planned Bike Route
Existing Bike Route
Orem City Limits
US Highway 189
Murdock Canal Road
Cascade Drive
Skyline Drive
Palisade Drive
1090 North
920 North
840 North
800 North
650 North
600 North
400 North
40 North
485 South
900 South
1200 South
1400 South
1700 South
Carterville Road

ECONOMICS

5

Goals

1. Bring in new businesses that will add vitality and increase the economic base by incentivizing unique and local restaurants and businesses.
2. Promote active re-use of existing development and incentivize property owners to update or redevelop older buildings.
3. Examine the possibility of creating additional landlord requirements for rentals to limit the number of houses that can be used as rentals to promote neighborhood stewardship and investment.
4. Actively work to increase property values by continuing to invest in high quality public infrastructure, such as public transportation.
5. Encourage meaningful design of businesses and high density housing to create appealing urban centers on State Street and University Parkway.

5.1 PROPERTY VALUES

State law mandates that all property is subject to taxation unless otherwise exempted. Residents' property taxes support necessary services provided to the residents of Orem and Utah County. These include city services, law enforcement, fire protection, education, parks and recreation, and other vital services. Property taxes are based on the market value of your property, which includes the value of both the land and improvements (such as a house). The Utah County Assessor is responsible for appraising all property in the City of Orem. **Figure 5.1** displays the assessment of total taxable value for parcels in the neighborhoods in 2016. Note that the highest assessed values are the commercial properties along State Street and University Parkway. While this is partially a reflection of the size of these properties, it is also significantly related to the value of the buildings and real property on these parcels.

Value is determined in accordance with accepted appraisal standards and techniques. There are

Figure 5.1 Total Taxable Value by Parcel, 2016

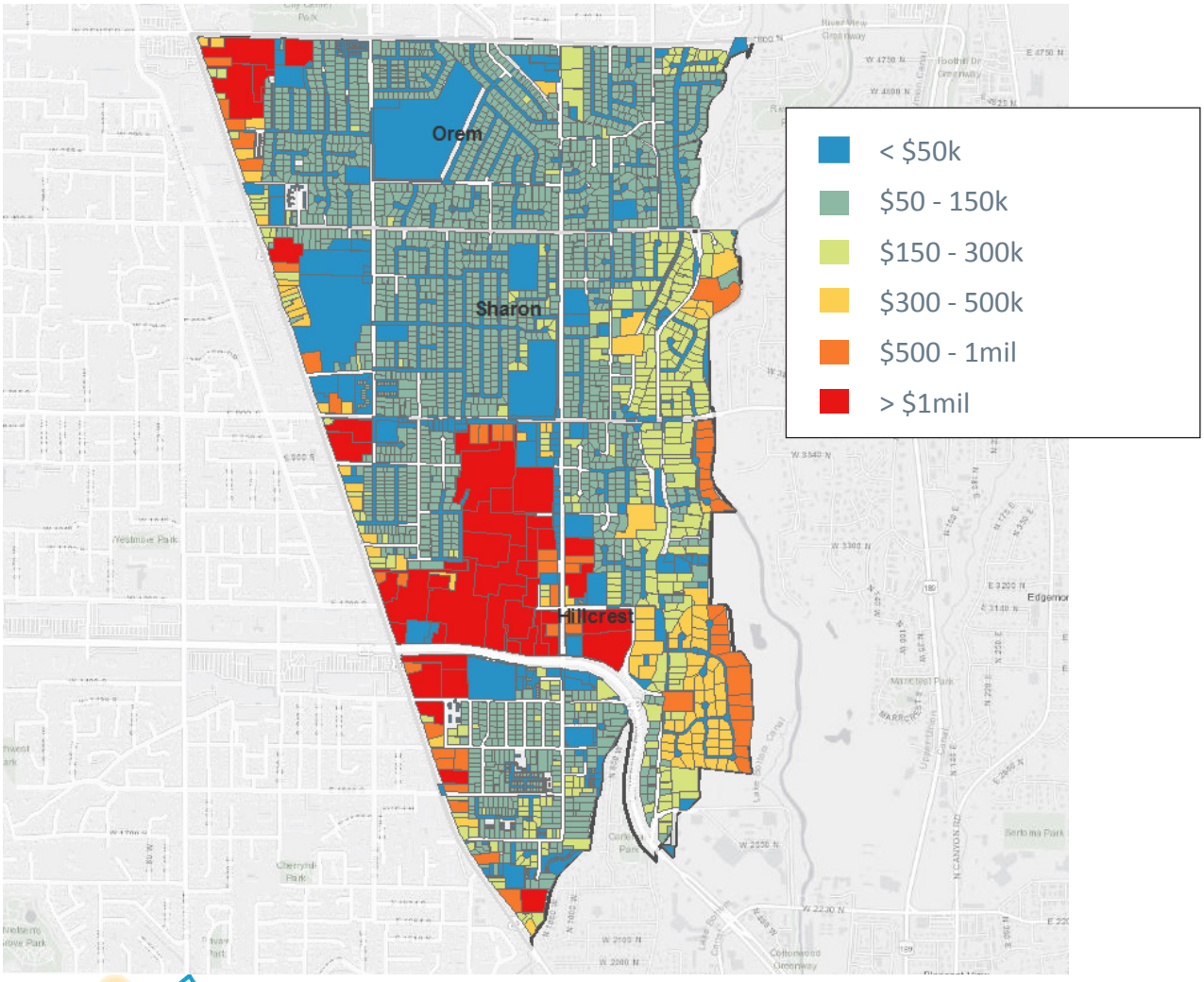


Figure 5.2 Property Tax Valuation



Property Value X Taxable Percentage = **Taxable Value**

Taxable Value X Local Rates = **Property Tax**

Assessment of Property Value

- At least every five years
- Determine full market value by examining land use, location, improvements, and value of nearby properties

Taxable Percentage

- Differs by county and year
- Primary residence of homeowner is 45% tax exempt - leaving 55% of the market value as the taxable value
- Commercial property and non primary residences are taxed at 100% of market value

Property taxes help pay for:

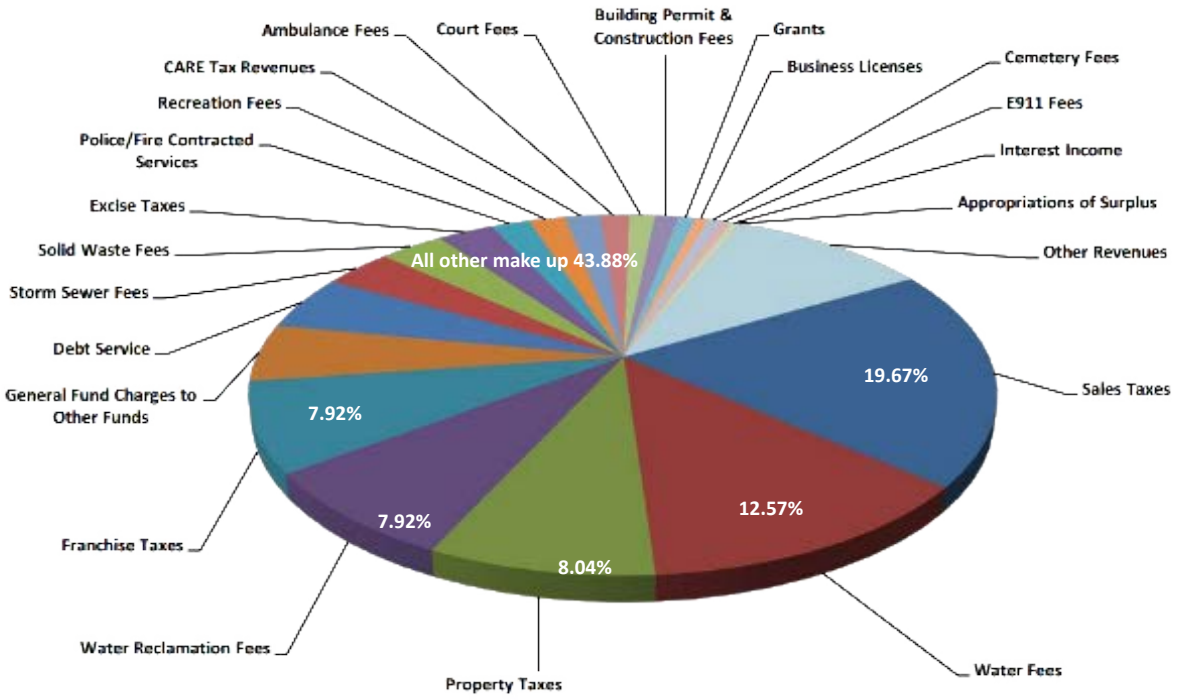
- The Alpine School District
- Orem City
- Utah County
- Special Districts
- Central Water District

three approaches to value which are considered and used as appropriate. These approaches to value are based on:

- Sales in the market place
- Income generated or that could be generated by a property
- The cost to replace or construct a similar property

Figure 5.2 breaks down the valuation process in greater detail. For a home with a market value of $200,000, the taxable value would be 55%, or $110,000. Property taxes would then be determined off this taxable value. The annual property tax rate for a home in the neighborhoods was 0.01075% in 2016, of which the City tax made up 0.00155% (compared to 0.002091% for the average city in Utah and 0.002377% for Provo). For a home with a taxable value of $110,000, the estimated City portion of property taxes would be roughly $172 in 2016. While property taxes are what most residents would assume make up the majority of the City's revenue, in reality property taxes account for only 8% of the total revenue as presented in Figure 5.3. In contrast, sales taxes make up nearly 20%, much of which is paid by nonresidents of the City who shop in Orem.

Figure 5.3 Orem City Property Revenues, Fiscal Year 2016-2017

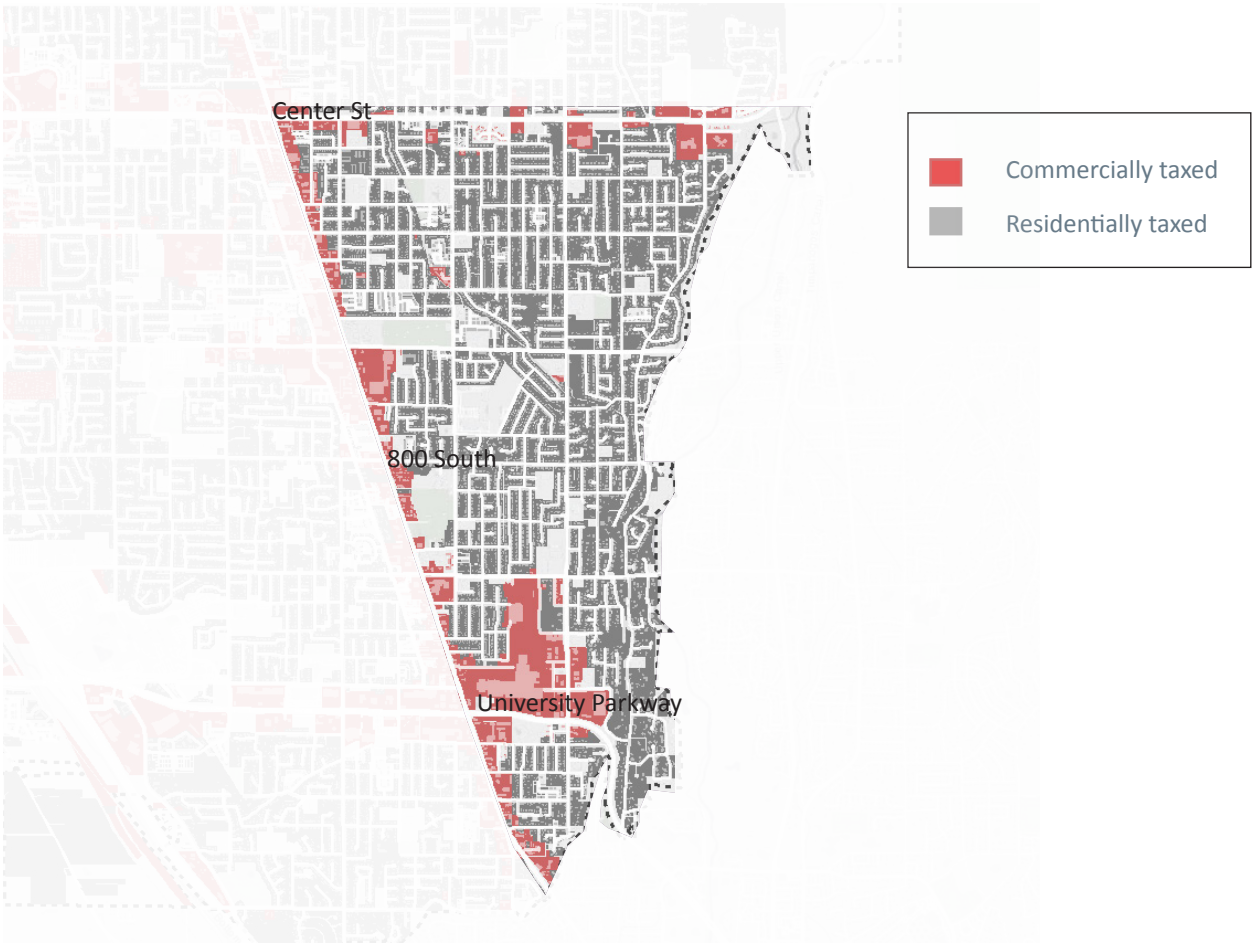


5.2 BUSINESSES AND JOBS

Neighborhood residents recognize that local businesses have an impact on the value and character of the neighborhoods. It is estimated that there are over 800 commercially assessed buildings accounting for over 5 million square feet of space in the City (see **Figure 5.4**). While there have been recent additions and renovations, many of these buildings are older.

The businesses which occupy these buildings provide thousands of local jobs. Many of these jobs are high skilled and well paid, being associated with medical due to the nearby hospital, and office uses near University Parkway along State Street. There are also hundreds of skilled jobs associated with technical businesses located along State Street.

Figure 5.4 Commercially Taxed Parcels and Buildings

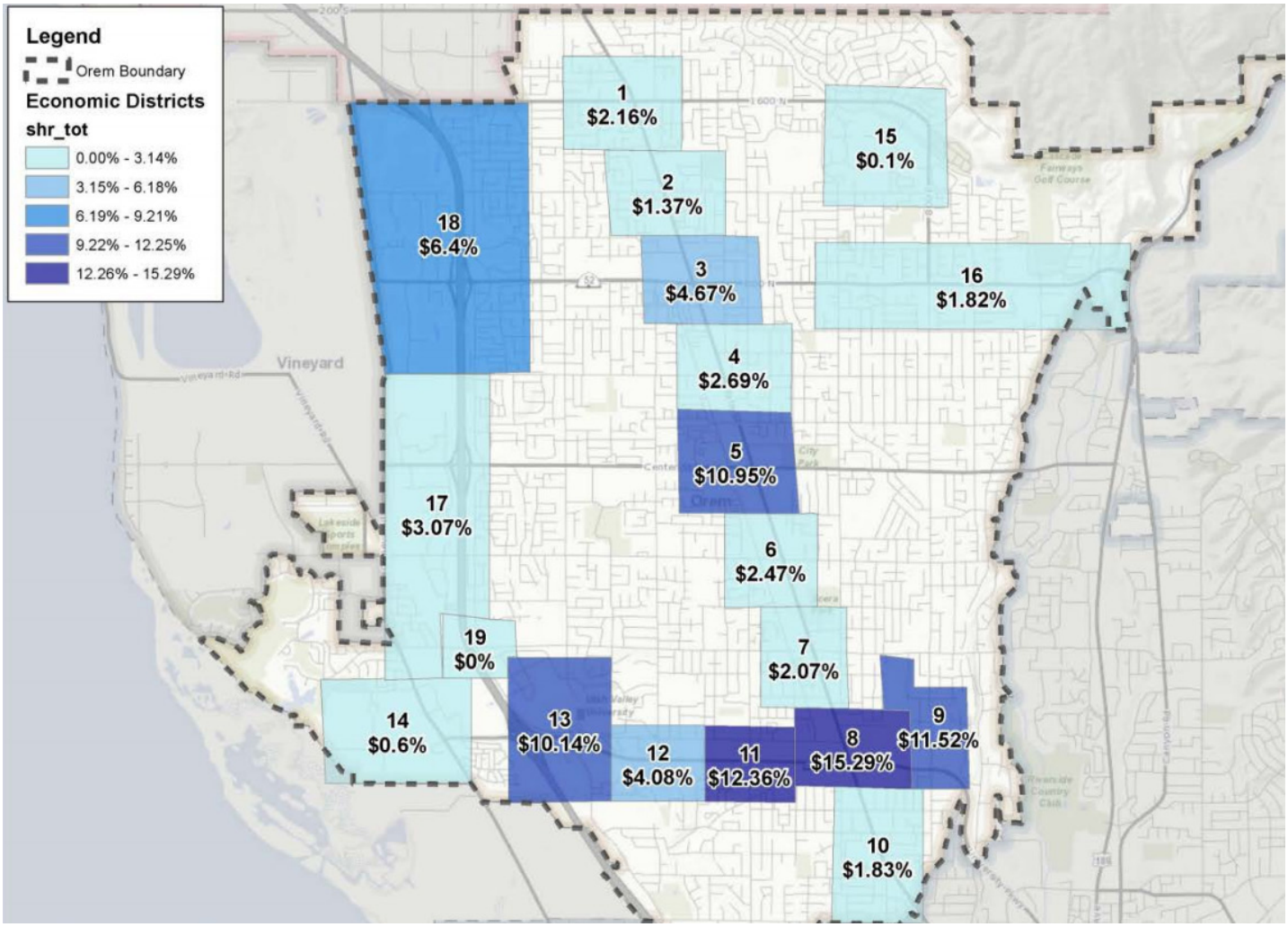


The neighborhoods recognize the importance of supporting these local businesses as they are a source of revenue and jobs for the City.

While residents recognize the benefit of having these businesses close to the neighborhoods, they also worry about possible negative consequences. Some residents feel strongly that commercial activity needs to be sufficiently buffered when adjacent to residential land uses. In addition, as commercial buildings continue to age, residents are concerned with the condition of the buildings and the type of tenants who may occupy them. Residents do not want to see vacant and underutilized commercial buildings in their neighborhoods. They worry that desperate commercial landlords may rent to tenants whose activities are incompatible with the residential neighborhoods.

Increasing the attractiveness and functionality of streets, particularly along State Street, would help encourage new, desirable businesses to locate in the area and old businesses to re-invest in their properties. In addition, residents want to increase access from the neighborhoods to these commercial areas for pedestrians and bicycles, so that those who live and

Figure 5.5 Share of Retail Sales by Economic District, 2014



work in the area do not have to rely on a car year round to get to work. This would be expected to alleviate some of the growing vehicle congestion in the neighborhoods.

5.3 FUTURE PLANS

The City of Orem is continually working on future plans to ensure the economic vitality of the City. An Economic Development Strategic Plan was developed collaboratively in 2014 by the City's economic development staff and Zions Bank Public Finance as well as an Affordable Housing Plan.

Orem Affordable Housing Plan

Every City in Utah is required to have a plan to address affordable housing. The City has a robust affordable housing plan that is not only be a source of information but also addresses the challenges and opportunities that Orem faces. This is a controversial topic in Orem and many residents are generally concerned about the consequences of concentrating poverty. At the same time, neighborhood residents are proud of their economic diversity and see Orem as a place of opportunity for everyone.

Economic Development Plan 2014

This plan evaluates current performance and long term opportunities to strengthen economic development throughout Orem. These neighborhoods are impacted by two areas identified in the plan: the State Street corridor and University Parkway. Some of the key points in the report include:

- As depicted in **Figure 5.5**, the central portion of the State Street Corridor accounts for roughly 16% of Orem's total retail sales, while the University Parkway region accounts for over 50% of Orem's total retail sales.
- These businesses on State Street and University Parkway, particularly those at the intersections, provide important goods and services for the local population and are an important retail hub for the City.
- It is a strategy of the City to mitigate its dependence on sales tax revenue by encouraging new office development. This will add local jobs as well as boost property taxes by increasing land values. The areas in the neighborhoods along State Street and University Parkway make for prime locations for new office development and redevelopment, as regional access to and from these locations is a key attribute for successful office properties.

5.4 Goals

The major goals of the Orem, Sharon, and Hillcrest neighborhoods related to economic conditions are:

1. Bring in new businesses that will add vitality and increase the economic base by incentivizing unique and local restaurants and businesses.
2. Promote active re-use of existing development and incentivize property owners to update or redevelop older buildings.
3. Examine the possibility of creating additional landlord requirements for housing rentals to limit the number of houses that can be used as rentals to promote neighborhood stewardship and investment.
4. Actively work to increase property values by continuing to invest in high quality public infrastructure, such as public transportation.
5. Encourage meaningful design of businesses and high density housing to create appealing urban centers on State Street and University Parkway.



6 PUBLIC WORKS

Goals

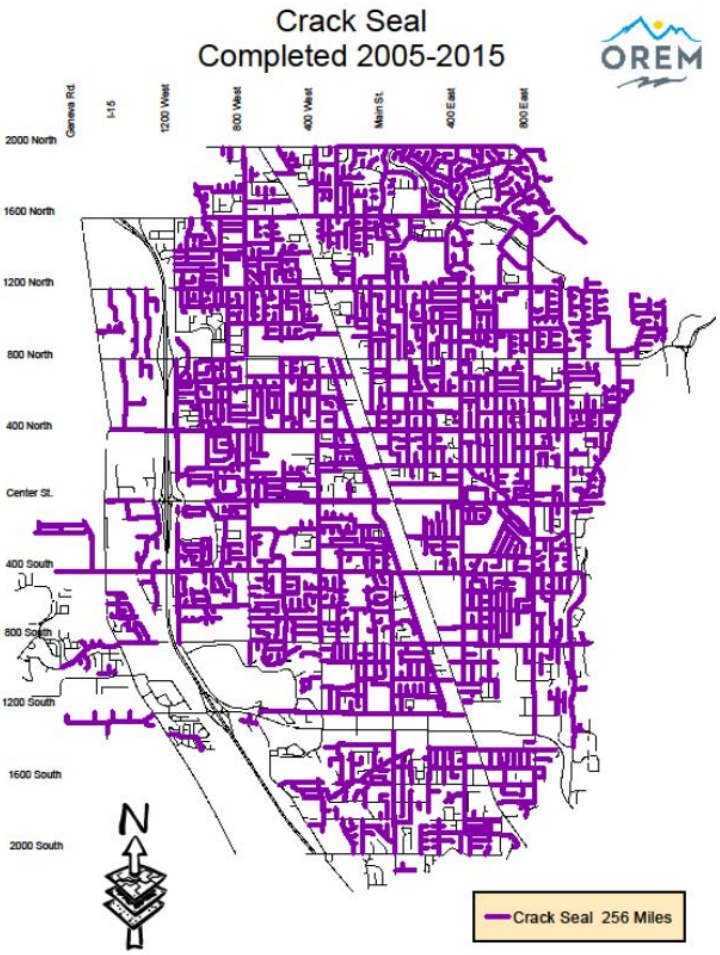
1. Encourage the preservation of a certain percentage of open space with new development.
2. Encourage park programming of events and activities, such as yoga classes, farmers' markets, and puppet shows, that do not cause high noise disturbance for nearby neighbors.
3. Improve maintenance of existing parks, trails, and other amenities, such as the Hillcrest Tennis Courts and Hillcrest Park.
4. Support the City's efforts to acquire new properties, such as the Hillcrest Elementary property, where possible, and develop into public parks and open spaces.
5. Incentivize the use of newer technology, such as water-wise irrigation controllers, soil-moisture based technologies, and central control systems, to conserve water.
6. Improve pedestrian crossings at the 800 East and 400 South intersection and look into the possibility of installing a high-intensity activated cross walk beacon.

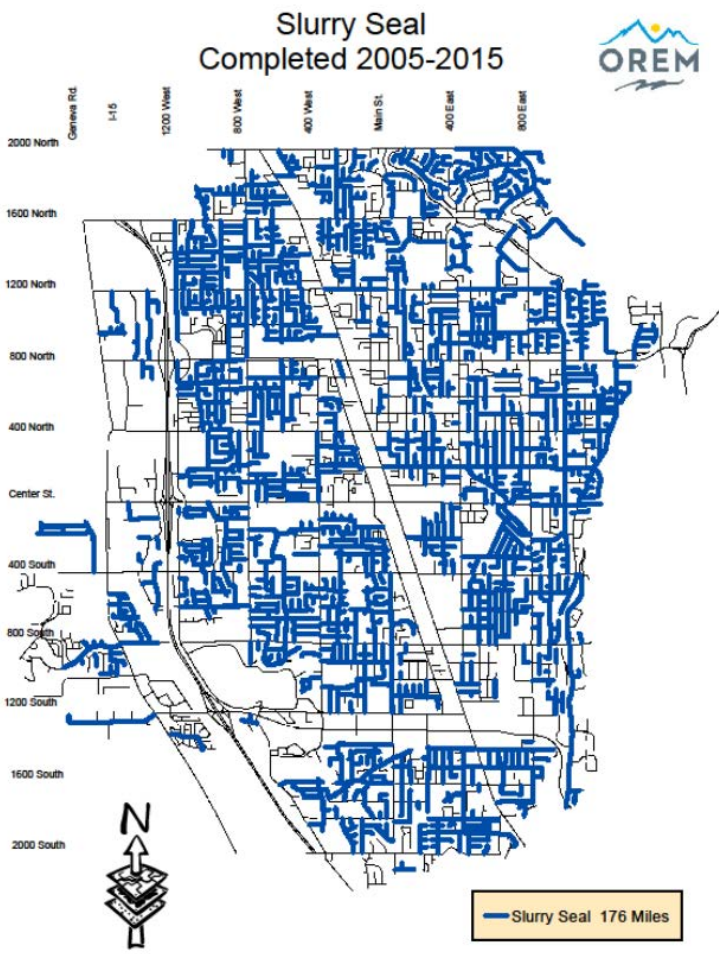
6.1 PUBLIC WORKS

The Public Works department for the City of Orem provides a large array of services including primary and secondary water access, storm water management, water reclamation, parks, the cemetery, urban forestry, streets, street lights, sidewalks, snow removal, and more. Their primary purpose is to improve and maintain the City's infrastructure and keep the neighborhoods functioning on a daily basis. **Figure 6.3** (at the end of this section) maps out the parks, ADA ramps, sidewalks, traffic signals, and detention basins in the neighborhoods. These are a few of the infrastructure improvements provided and managed by the Public Works department.

The Public Works department performs several routine maintenance projects throughout the year. This includes flushing out the water system, sealing and re-surfacing the roads (see **Figure 6.1**), adding water pipes as needed, cleaning and maintaining city water lines, and other road repairs. Flushing out the water systems takes place about once every four years in the Neighborhoods.

Figure 6.1 Past Public Works Road Maintenance Projects





6.2 PARKS AND RECREATION

Public Works employs full-time and seasonal summer staff to maintain the parks in the City. Daily care keeps these places safe, beautiful, and clean. The Orem, Sharon, and Hillcrest advisory committee and residents expressed their desire for continued efforts and coordination to maintain the beauty and safety of these parks. Residents also shared the desire for increased safety and connectivity of parks and open spaces.

6.3 TOOL LENDING

The public works department has a tool lending library, where residents of the neighborhoods can borrow a wide variety of yard maintenance tools free of cost. These tools can be checked in and out at the Public Works building located at 1450 W 550 N.

Residents mentioned the lack of yard maintenance in various locations throughout the neighborhoods. Increased awareness of the tool shed library would provide a resource for renters and landowners to improve the beauty of their yards at minimal cost and maintain the neighborhood's nature and quality.

Tools that are available include:

Yard Tools:
Push Brooms
Cultivator/Tiller
Lawn Rakes
Garden Rakes
Hedge Clippers
Round Shovels
Square Shovels

Paint Equipment:
Caulking Gun
Paint Roller Handles
Putty Knives
Wire Brushes

Power Tools:
Lawnmower
Weed Trimmers
Lawn Edger

Miscellaneous Tools:
Ear Plugs
Extension Cords
Hammers
Multi-Purpose Ladders
Safety Orange Vests
2 ft Step Ladder

6.4 VOLUNTEERING

Volunteer groups often work in tandem with the Public Works department in order to improve the quality of life within the neighborhoods. These groups include civic groups, church groups, eagle scouts, and others. Several beautification projects occur every year because of the efforts of volunteers. Examples of projects include Adopt a Spot or Trail (March-November), Memorial Day Preparation at Orem Cemetery (early-mid May), Orem Summerfest (second weekend in June), and others.

Figure 6.2 Scera Park in Sharon

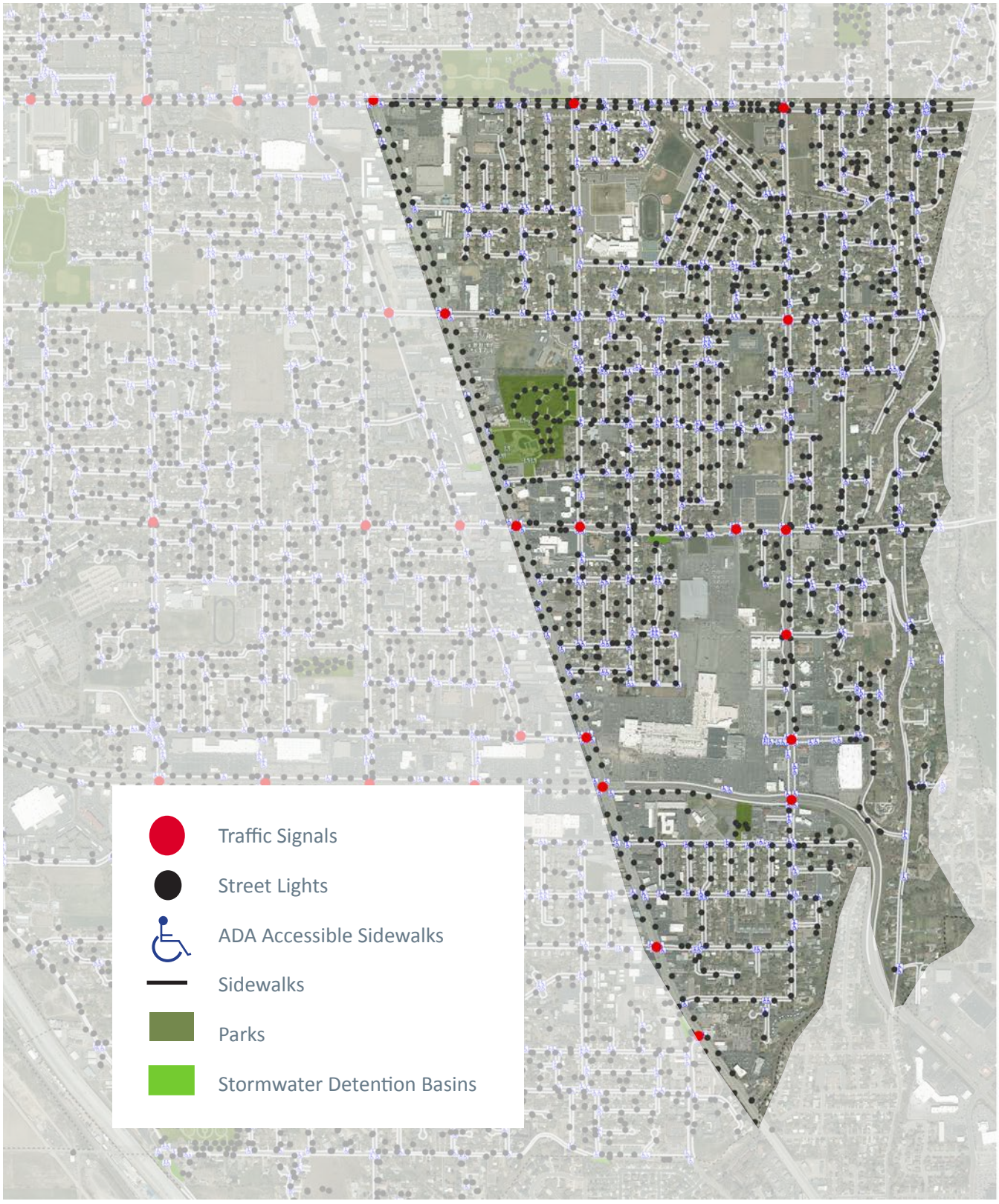


6.5 Goals

The major goals of the Orem, Sharon, and Hillcrest neighborhoods related to public works are:

1. Encourage the preservation of a certain percentage of open space with new development.
2. Encourage park programming of events and activities, such as yoga classes, farmers' markets, and puppet shows, that do not cause high noise disturbance for nearby neighbors.
3. Improve maintenance of existing parks, trails, and other amenities, such as the Hillcrest Tennis Courts and Hillcrest Park.
4. Support the City's efforts to acquire new properties, such as the Hillcrest Elementary property, where possible, and develop into public parks and open spaces.
5. Incentivize the use of newer technology, such as water-wise irrigation controllers, soil-moisture based technologies, and central control systems, to conserve water.
6. Improve pedestrian crossings at the 800 East and 400 South intersection and look into the possibility of installing a high-intensity activated cross walk beacon.

Figure 6.3 Selection of Public Works Improvements





7 NEIGHBORHOOD PRESERVATION

Goals

1. Consider a rental license program or landlord occupancy requirement to better limit absentee landlords in single family residential areas.
2. Educate residents on the Orem Help Center's resources on code enforcement to facilitate effective neighborhood policing and code enforcement.
3. Plan and schedule more frequent volunteer neighborhood cleanup days for neighborhood beautification.
4. Enforce requirements for off-street parking for accessory apartments, short-term rentals, and in-home businesses to reduce street congestion.

7.1 NEIGHBORHOOD PRESERVATION

The Orem, Sharon, and Hillcrest neighborhoods are highly valued by those who live and work in the area. All three neighborhoods are characterized by a mix of land uses including residential and commercial. There is also a considerable amount of public infrastructure including schools, parks, and streets. These private and public places fit together in a unique way to contribute to the community's sense of identity.

As the homes, buildings, and infrastructure in these neighborhoods age, there is some concern that over time the identity of the neighborhoods will change for the worse. Residents are particularly concerned with the increased high density development and the potential for increased crime and zoning violations.

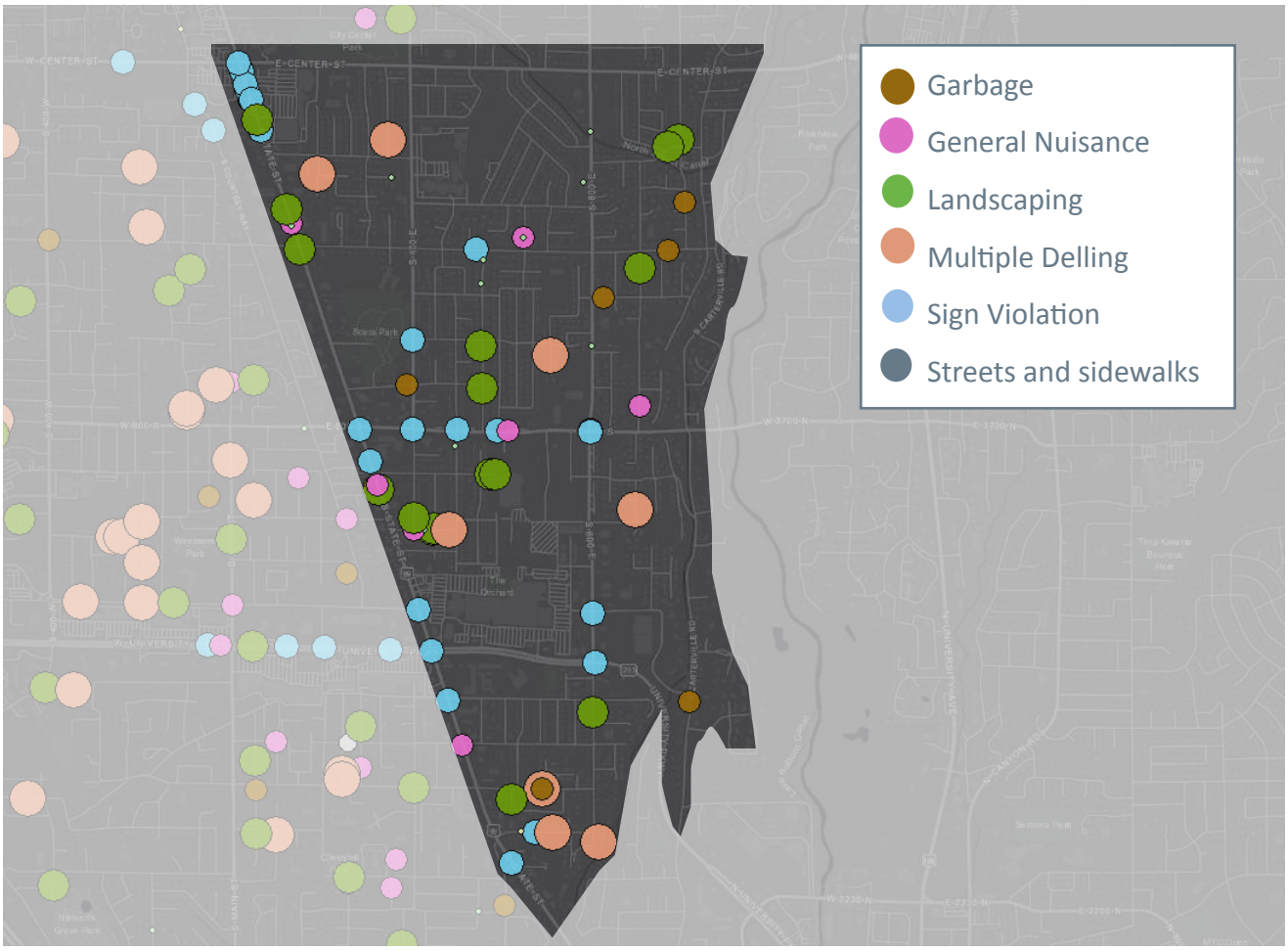
7.2 CODE ENFORCEMENT

Several comments at neighborhood meetings involved code and law enforcement concerns. Residents expressed concerns regarding homes and businesses that were not being maintained or used as intended. These concerns can be mitigated through working with the Orem Help Center (www.orem.org/help) and the Neighborhood Preservation Unit (NPU). The NPU consists of a group of officers within the Orem Police Department who assist in the enforcement of laws related to neighborhood preservation and city code. **Figure 7.1** displays the complaints responded to by the NPU in 2016. Responding to these complaints requires considerable time and skill from the police officers assigned. When following up on a complaint, the laws of the City must be balanced by the individual rights of property owners.



Police Officers Savage, Crook, and Jamison Served in the Neighborhood Preservation Unit in Orem in 2017

Figure 7.1 Complaints Responded to by the NPU, 2016



Despite the challenges most cases present, the officers of the NPU are dedicated to preserving the quality of life in the neighborhoods. To contact the NPU, visit http://www.orem.org/npu.

7.3 Goals

The major goals of the Orem, Sharon, and Hillcrest neighborhoods related to neighborhood preservation are:

1. Consider a rental license program or landlord occupancy requirement to better limit absentee landlords in single family residential areas.
2. Educate residents on the Orem Help Center's resources on code enforcement to facilitate effective neighborhood policing and code enforcement.
3. Plan and schedule more frequent volunteer neighborhood cleanup days for neighborhood beautification.
4. Enforce requirements for off-street parking for accessory apartments, short-term rentals, and in-home businesses to reduce street congestion.



IMPLEMENTATION

8

Vision Statement

"We value the nature and quality of our neighborhood. We desire to maintain neighborhood continuity and preservation while allowing for conscientious development. We strive to improve pedestrian and bicyclist safety on busy streets and promote public transit accessibility. We are dedicated to improving the connectivity and appeal of parks, trails, and other open spaces."

Orem, Sharon, and Hillcrest Neighborhood Residents

The Orem, Sharon, and Hillcrest Neighborhood Plan is a guiding document for the future of the neighborhoods. Upon adoption by the City Council, this Plan will be integrated into the City of Orem's General Plan as part of Appendix Z. As a part of the General Plan, the Neighborhood Plan provides better guidance to the City staff, the Planning Commission, and the City Council as future developments and improvements are considered in the Neighborhoods.

8.1 FUNDING SOURCES

Orem Capital Improvement Plan

In order to allocate funding for specific projects within the neighborhoods, proposed improvements identified by City staff may be included in the City's Capital Improvement Plan (CIP) during future budget meetings. Examples of such projects include bike lanes, park improvements, sidewalk repair, or road connection completions. The CIP allows City staff to prioritize improvements for the Neighborhoods and secure funding with necessary departments to complete projects.

Grants

There are a limited number of grants and other funding opportunities from the City of Orem or the State of Utah to assist in local infrastructure improvements and neighborhood development. One of the goals of the neighborhood program is to raise awareness and seek funding opportunities to assist Orem residents in improving and preserving their neighborhoods. Some of the current available funding sources include:

Orem Community Development Block Grant

Projects that qualify for this grant must adhere to the broad national priorities of "activities that benefit low- and moderate-income people, the prevention or elimination of slums or blight, or other community development activities to address an urgent threat to health or safety." More information about what this grant can be used for can be found at http://www.orem.org/community-block-grants/.

UDOT Safe Routes to School Program

The Utah Department of Transportation is committed to





Participants collaborating at a Neighborhood Plan Advisory Committee Meeting

Residents participating at a neighborhood open house meeting



promoting safe routes for school-aged children. Funds are available via application to facilitate children walking or biking to school. These funds may be used for infrastructure (primarily new sidewalks, but also signage, bicycle parking, and school pavement markings, etc.), education, and encouragement. More information about this program and application can be found at www.udot.utah.gov.

UDOT Transportation Alternatives Program

This program is available for projects that provide or enhance alternate transportation facilities. This could include historic preservation, recreational trails, facilities for non-drivers to safely access daily needs, environmental mitigation activities, and other improvement projects. More information can be found at www.udot.utah.gov.

Recreational Trails Program

These funds are for the construction and maintenance of trails, as well as trail-related facilities such as trailheads or restrooms. This program requires a 50/50 sponsor match which can come from sponsor cash, volunteer work, or services. These funds do not cover non-trail related items such as campgrounds or landscaping. Projects are sent to the Combined Trails Advisory Council to be approved. Once approved, the project begins and the local agency is reimbursed. More information can be found at www.stateparks.utah.gov.

Figure 8.1 serves as the benchmark for successful completion of ideas proposed in this Neighborhood Plan. “Priority” means that the specific action or objective has a higher priority.

Figure 8.1 Implementation Guide

Goal	Responsible	Ongoing	Short-term	Mid-term	Long-term	Priority
Land Use						
1. Strategically locate higher density development on major roads, such as State Street and University Parkway, where current transportation and roadway networks can provide adequate traffic solutions.	Development Services	X				X
2. Create better guidelines in the land use ordinance for buffering between commercial and residential land uses on all corridors and especially on major corridors, including implementing additional requirements on design, building height step-downs, and landscaping.	Development Services			X		X
3. Support City's goal of prohibiting zone changes within the neighborhood to maintain the single family residential character.	Development Services			X		
4. Support the City's efforts to implement affordable housing measures, such as accessory apartments, to attract and support a diverse population.	Development Services			X		
5. Support the City's efforts to acquire Hillcrest Park from the Alpine School District, if possible, and maintain as a park.	Development Services		X			
6. Maintain a safe, clean, and family-friendly neighborhood through neighborhood policing and code enforcement, yard maintenance requirements, and a focus on lowering vacancy rates.	Development Services	X				
Transportation						
1. Prioritize improvements at the following intersections: 400 East and 800 South, 800 East and 400 South, 800 East and 800 South, and 800 East and 1600 South.	Development Services				X	X
2. Implement traffic calming measures, such as raised crosswalks and pedestrian refuges, on 400 East, 800 East, 200 South, and 800 South.	Engineering				X	
3. Improve access to trails and parks and implement new walkways where needed, such as on Carterville Road north of 800 South, near or on canals, and between cul-de-sacs.	Engineering			X		
4. Support efforts to improve public transit options and access on State Street by increasing the number of bus routes and decreasing headways between stops, including implementing a BRT line.	Engineering	X				
5. Maintain transparency with the public about current and future roadway projects.	Development Services	X				
Economic Conditions						
1. Bring in new businesses that will add vitality and increase the economic base by incentivizing unique and local restaurants and businesses.	Development Services	X				

Goal	Responsible	Ongoing	Short-term	Mid-term	Long-term	Priority
2. Promote active re-use of existing development and incentivize new businesses to update or redevelop vacant buildings instead of building new structures.	Development Services	X				
3. Examine the possibility of creating additional landlord requirements for rentals to limit the number of houses that can be used as rentals to promote neighborhood stewardship and investment.	Development Services			X		
4. Actively work to increase property values by continuing to invest in high quality public infrastructure, such as public transportation.	Economic Development	X				X
5. Encourage meaningful design of businesses and high density housing to create appealing urban centers on State Street and University Parkway.	Development Services	X				X
Public Works						
1. Encourage the preservation of a certain percentage of open space with new development.	Public Works	X				
2. Encourage park programming of events and activities, such as yoga classes, farmers' markets, and puppet shows, that do not cause high noise disturbance for nearby neighbors.	Public Works			X		
3. Improve maintenance of existing parks, trails, and other amenities, such as the Hillcrest Tennis Courts and Hillcrest Park.	Public Works		X			X
4.Support the City's efforts to acquire new properties, such as the Hillcrest Elementary property, where possible, and develop into public parks and open spaces.	Development Services				X	
5. Incentivize the use of newer technology, such as water-wise irrigation controllers, soil-moisture based technologies, and central control systems, to conserve water.	Public Works	X			X	
6.Improve pedestrian crossings as the 800 East and 400 South intersection and look into the possibility of installing a high-intensity activated cross walk beacon.	Public Works			X		
Neighborhood Preservation						
1. Consider a rental license program or landlord occupancy requirement to better limit absentee landlords in single family residential areas.	Development Services			X		
2. Educate residents on the Orem Help Center's resources on code enforcement to facilitate effective neighborhood policing and code enforcement.	NPU	X				
3. Plan and schedule more frequent volunteer neighborhood cleanup days for neighborhood beautification.	NPU				X	X
4. Enforce requirements for off-street parking for accessory apartments, short-term rentals, and in-home businesses to reduce street congestion.	NPU	X				X

Community Engagement Process
for
The Stonewood-Lakeridge and Orem-Sharon-Hillcrest Neighborhood Plans

The City engaged a diverse group of stakeholders in the neighborhoods early in the plan process and continued to engage them over the course of the plan. This included numerous advisory committee meetings and two (2) neighborhood open houses. Notices for these open houses were sent to every resident in the neighborhood and the meetings had over one hundred residents in attendance. Those who participated in the planning process represented a wide range of community stakeholders who may be impacted by decisions regarding development within these neighborhoods, including property owners, business owners and tenants, and residents.

The creation of these two plans was guided by two advisory committees – one for the Stonewood and Lakeridge neighborhood and one for the Orem, Sharon, and Hillcrest neighborhood – as well as by robust resident participation. The advisory committees met eight times over the past several months to hear from city staff members in each department, formulate a vision statement to reflect their aspirations for the future of the neighborhood, and list goals to achieve those aspirations.

Figures 1-3 show photos from neighborhood plan public process. Figures 1 and 2 were taken during the advisory committee meetings. Figure 3 was taken during the second neighborhood meeting.

Figure 1: Residents at the Orem-Sharon-Hillcrest advisory committee meeting.

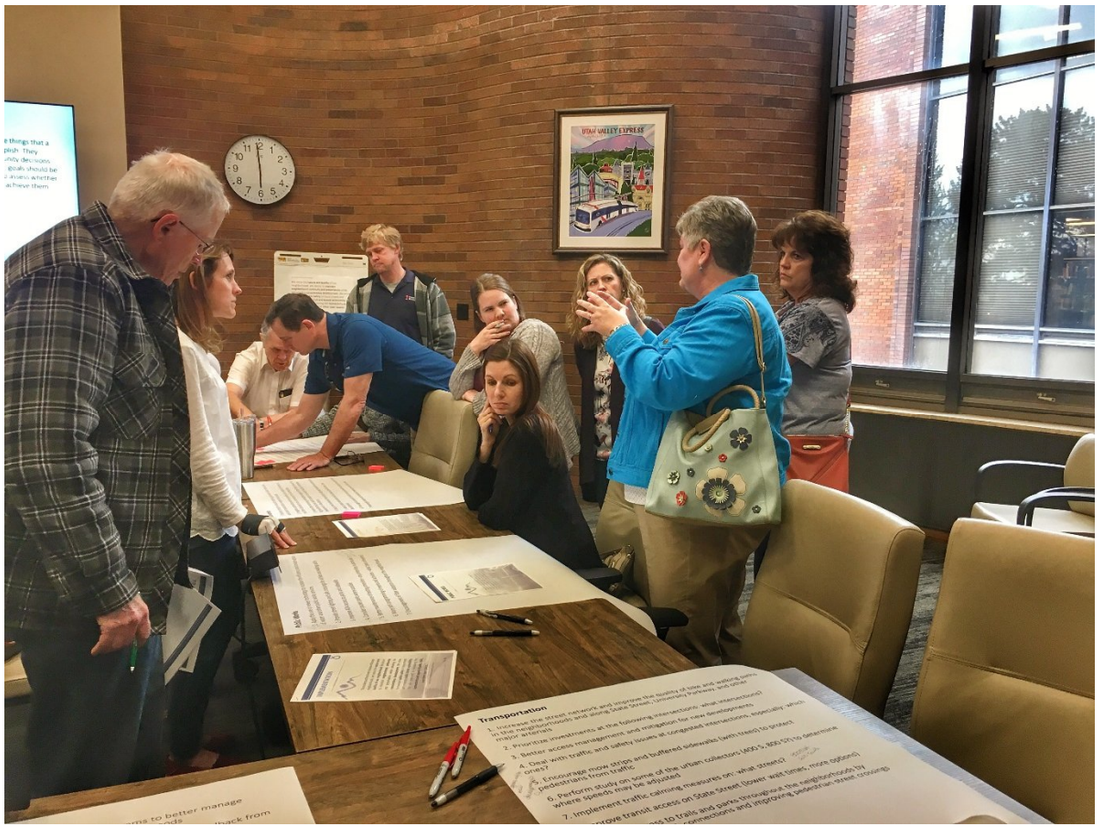


Figure 2: Residents at the Stonewood-Lakeridge advisory committee meeting.



Figure 3: Residents at the second neighborhood open house meeting.



CITY OF OREM
DRAFT PLANNING COMMISSION MEETING MINUTES
June 5, 2019

The following items are discussed in these minutes:

- CUP for an accessory structure at 466 E 1500 North – Positive Recommendation to City Council
- Public Hearing – Amending University Mall Subdivision Plat A Lots 10, 14, 23, 24, 25, 3, 3G, 3F, 30, 31, 32, 33, 34, 6A and & 7 – Approved
- Public Hearing – To adopt the Geneva Road Area-Wide Plan as Appendix J of the Orem General Plan – Positive Recommendation to City Council
- Preliminary Plat approval of Victoria Park Plat F located at 660 E 700 North – Continued to June 26, 2019

STUDY SESSION

Place: City Council Conference Room

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

Those present: Mickey Cochran, Carl Cook, David Moulton, Barry Roberts, Ross Spencer and Mike Staker, Planning Commission members; Ryan L. Clark, Development Services Director; Jason W. Bench, Planning Division Manager; Grant Allen, Planner; Jenna Albers and Emily Guffin, Long Range Planners; Cliff Peterson, Private Development Engineer; Paul Goodrich, Transportation Engineer; Steve Earl, Legal Counsel; Debby Lauret, City Council Liaison and Cheryl Vargas, Minutes Secretary

Those excused: Camille Jensen, Planning Commission member; Sam Kelly, City Engineer

The Commission and staff briefly reviewed agenda items and minutes from May 22, 2019 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 Spencer called the Planning Commission meeting to order and asked Mr. Moulton, Planning Commission member, to offer the invocation.

Those present: Mickey Cochran, Carl Cook, David Moulton, Barry Roberts, Ross Spencer and Mike Staker, Planning Commission members; Ryan L. Clark, Development Services Director; Jason W. Bench, Planning Division Manager; Grant Allen, Planner; Jenna Albers and Emily Guffin, Long Range Planners; Cliff Peterson, Private Development Engineer; Paul Goodrich, Transportation Engineer; Steve Earl, Legal Counsel; Debby Lauret, City Council Liaison and Cheryl Vargas, Minutes Secretary

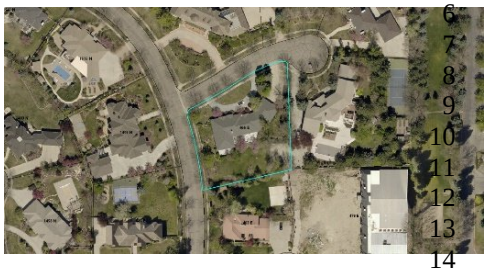
Those excused: Camille Jensen, Planning Commission member; Sam Kelly, City Engineer

Agenda Item 3.4 is a request by Susan Harding to request the Planning Commission approve the preliminary plat of Victoria Park, Plat F located at 660 East 700 North in the R8 zone.

Planning Commission Action: Per the applicants request before the meeting, Mr. Cook moved to continue the preliminary plat of Victoria Park Plat F located at 660 East 700 North in the R8 zone to the June 26, 2019 Planning Commission meeting. Mr. Cochran seconded the motion. Those voting aye: Mickey Cochran, Carl Cook, David Moulton, Barry Roberts, Ross Spencer and Mike Staker. The motion passed unanimously.

Chair Spencer asked Mr. Allen to introduce **Agenda Item 3.1**:

Agenda Item 3.1 is a request by Andrew Pincock to request the Planning Commission recommend the City Council approve a conditional use permit for an accessory structure containing 1,776 square feet located at 466 East 1500 North in the PD-14 zone.



Staff Presentation: The applicant is building an accessory building containing a living room, bedroom, two car garage, guest house/pool house, and pool equipment. The lot contains a total area of 41,468 square feet (sf) or .95 acres. The accessory building contains a total building area of 1,776 sf on two levels.

The ordinance requires a conditional use permit for accessory structures in the PD14 zone 1,000 sf feet or greater. Accessory structures cannot be more than 33% of the area of the parcel; this structure is 4 % of the lot at 1,776 sf. The structure is 22 feet high, well below the maximum height of 43 feet allowed.

The proposed elevations consist of stucco and wood siding. The proposed landscaping and overall plan comply with the requirements of the PD14 zone.

Recommendation: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission forward a positive recommendation to the City Council to approve a conditional use permit for an accessory structure containing 1,776 square feet at 466 East 1500 North in the PD-14 zone.

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

Chair Spencer invited the applicant to come forward. Andrew Pincock introduced himself but had nothing to add to Mr. Allen's presentation.

Chair Spencer opened the public meeting 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 Spencer closed the public meeting 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: Mr. Cochran moved to approve a conditional use permit for an accessory structure containing 1,776 square feet located at 466 East 1500 North in the PD-14 zone. Mr. Staker seconded the motion. Those voting aye: Mickey Cochran, Carl Cook, David Moulton, Barry Roberts, Ross Spencer and Mike Staker. The motion passed unanimously.

Chair Spencer asked Mr. Allen to introduce **Agenda Item 3.2**:

Agenda Item 3.2 is a request by University Mall Shopping LC to request the Planning Commission amend University Mall Subdivision Plat A Lots 10, 14, 23, 24, 25, 3, 3G, 3F, 30, 31, 32, 33, 34, 6A, and 7 and by approving University Mall Subdivision Plat B located generally at 575 East University Parkway in the PD34 zone.



Staff Presentation: The applicant is amending lots 10, 14, 23, 24, 25, 3, 3G, 3F, 30, 31, 32, 33, 34, 6A, and 7 for lending purposes to prepare for future development on the mall property.

Recommendation: The Development Review Committee determined this request complies with the Orem City Code. Staff recommends the Planning Commission amend University Mall Subdivision Plat A Lots, 10, 14, 23, 25, 25, 3, 3G, 3F, 30, 31, 32, 33, 34, 6A, and 7by approvingUniversity Mall Subdivision Plat B

located generally at 575 East University Parkway in the PD34 zone.

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

Chair Spencer invited the applicant to come forward. Kathy Olson, Woodbury Corporation, introduced herself. Mr. Spencer asked if this change were for financial purposes. Ms. Olson said it is a combination of setting up lots for future development and refinancing the mall. The biggest changes are the two lots that cover the mall building itself. Those lots always included the parking surrounding them so pieces of those lots have been carved off for future development.

Mr. Earl said the plat is including what is anticipated to be the vacation of 590 East and 1100 South. That is going to the City Council on June 18th. If a motion is made to approve this, it would be subject to the City Council approving those street vacations of 590 East and 1100 South.

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

Skip Dunn asked what is going to be put there. Ms. Olson said the lots along 590 East will be incorporated into one lot for the Hale Center Theater, so most will be for parking.

Chair Spencer 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: Mr. Moulton moved to amend University Mall Subdivision Plat A Lots, 10, 14, 23, 25, 25, 3, 3G, 3F, 30, 31, 32, 33, 34, 6A, and 7 by approving University Mall Subdivision Plat B located generally at 575 East University Parkway in the PD34 zone subject to the City Council approving the vacation of both 1100 South and 590 East. Mr. Spencer seconded the motion. Those voting aye: Mickey Cochran, Carl Cook, David Moulton, Barry Roberts, Ross Spencer and Mike Staker. The motion passed unanimously.

Chair Spencer asked Ms. Guffin to introduce **Agenda Item 3.3**:

Agenda Item 3.3 is a request by Development Services to request the Planning Commission forward a positive recommendation to City Council to adopt the Geneva Road Area-Wide Plan as Appendix "J" of the Orem General Plan.

Staff Presentation: In 2017, the U.S. Environmental Protection Agency (EPA) selected the City of Orem as a Brownfield Area-Wide Plan (AWP) grant recipient. The AWP program assists communities in responding to local brownfield challenges, particularly where multiple brownfield sites are in close proximity, connected by infrastructure, and limit the economic, environmental and social prosperity of their surroundings – areas such as the Geneva Road corridor. Because of the Geneva Road's rich industrial heritage, many sites in the corridor are considered brownfields.

Orem received $200,000 to work with community stakeholders to develop an area-wide plan and implementation strategies for brownfields assessment, cleanup, and reuse in the Geneva Road Corridor that are:

- Protective of public health and the environment,
- Economically viable, and
- Reflective of the community's vision for the area.

The revitalization of brownfield sites has the potential to create multiple benefits throughout the community, including cultivation of community involvement in redevelopment of underutilized sites, creation of jobs, an increase in property values once a brownfield site is assessed or cleaned up, and correspondingly, a greater contribution of property taxes by revitalized properties.
Implementation of the Imagine Orem: Geneva Road planning process was led by the City of Orem with assistance from the planning firms of BRS and WRT, who served as the consultant team for this project. Together, the planning team hosted two public open houses, conducted site visits, sent out a survey that received over 400 responses, and engaged in robust digital engagement to involve residents, businesses, and property owners in the

planning process, share information on plan progress, and receive feedback on redevelopment scenarios. Input from community stakeholders helped to shape the final redevelopment concepts and recommendations contained in the area-wide plan.

In addition, a plan Steering Committee was convened with representatives of various local and state agencies working in the Geneva Road Area. Key partners represented on the Steering Committee include the Cities of Orem and Vineyard, Utah County, Utah Transit Authority, Utah Department of Transportation, Utah Department of Environmental Quality, US EPA, EDC Utah, and the Mountainland Association of Governments.

As part of the Imagine Orem: Geneva Road plan, a set of redevelopment scenarios for brownfield sites and key intersections in the plan area were developed to imagine a possible future for this area. These areas include the Gateway District at 1600 North, the Geneva Center District at 800 North, and Geneva Crossing District at Center Street.

Recommendation: The Development Services Department requests the Planning Commission forward a positive recommendation to City Council to adopt the Geneva Road Area-Wide Plan as Appendix "J" of the Orem General Plan.

Chair Spencer asked if the Planning Commission had any questions for Ms. Guffin. Mr. Spencer said there is an area that is not in a district. Ms. Guffin said the 400 North intersection was not ideal for creating a district. Mr. Bench said the main idea was to take the main intersections at 1600 North, 800 North and Center Street that have I-15 connections. 400 North is an integral part of Geneva Road but not part of a district. Mr. Spencer asked if the plan is for these areas to be light industrial, commercial and retail. Ms. Guffin said that is correct.

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

David Halliday said he has two things that are important to him and those are housing availability and affordability. He asked if there is a possibility that there can be mixed use in that area. such as retail/housing or business/housing. Since housing is an issue here in our City, he wants to know if more housing could be included within reason.

Ms. Guffin said the two northern districts, the Gateway District and Geneva Crossing District, do not contain residential. The Geneva Center District includes residential along the core of Center Street. That is where there would be residential. Mr. Bench said as the plan goes through this process and there are neighborhood meetings, it can be flushed out later and that is part of the process. There may or may not be residential.

Skip Dunn, Skip Dunn & Sons Excavating. He has been a land owner down there since 1994. He has been to all these meetings about Imagine Orem and is not impressed. He does not understand the brown field stuff. Everyone in this area went through an environmental study when they got a loan on their ground. He currently backs up against Geneva Rock and he wants to be safe down there. He needs to know what is going on down there and he needs his employees to be safe down there going in and out of the site. When he brings in semi-trucks, they have to park in the middle of Geneva Road to open the gates and get in and out of his yard. He wants to know what the City is going to do to keep them safe. The master plan shows a major road that goes right through the center of his property. It was not on the 1995 or 2005 master plans. He understands growth, but he is not ready to pack up and move, he just wants to be safe. When he pulls in right now with an eighty-foot semi, it is almost impossible to get in and out of his yard.

Mr. Goodrich said the future plan is to have a raised median down the middle of Geneva Road. It is an access management plan. Geneva Road is classified as a principle arterial. When the City gets the budget to work with UDOT, it will be six lanes with a median in the center, wide park strips, sidewalk and multi-purpose trail. There are no immediate plans to force anyone out of their property. Mr. Dunn asked what will go on with the railroad property with Vineyard and Orem. Mr. Goodrich said Orem has money now through MAG (Mountainland Association of Governments) to widen Center Street between Geneva Road and I-15. He will try to go back to MAG soon with an updated cost estimate including whatever needs to be done at the railroad crossing. Mr. Dunn said he had a four-year battle with the Union Pacific Railroad. He won that battle but he believes the railroad tracks would make a nice road to get equipment in and out onto 400 North or Geneva Road.

Mr. Spencer asked if a median going down the middle of Geneva Road is consistent with light industrial. Mr. Goodrich said I-15 will not continue to carry everything north and south. Geneva Road will need to be more of an expressway rather than an arterial with very good access management principles. As the City updates the master plan with UDOT in the next year, he cannot guarantee that Geneva Road will not morph into something else. May need to create an access like the rail corridor to move equipment.

Mr. Dunn asked how many people have needed help to clean up. Mr. Bench said no one yet, it is still in the process. Mr. Spencer asked if property owners will be required to test their soil. Mr. Bench said no. It is not a mandate, simply a help.

Carlos Magdaleno, MCR Recycling. He is 3rd generation in this area. His property lies between 800 North and 500 North on the Geneva Road corridor. He noticed on a map that this area is planned to be retail. He is fine with retail as neighbors. MCR has no intention to go anywhere for the next hundred years or so. Access to the property is a big deal. He wants to be an asset. MCR is a huge part of the recycling plan in Utah county. He is concerned with access going forward and already majorly concerned with the speed on Geneva road. There are constantly major accidents down there. He thinks the speed limit needs to be reduced to keep people safe. Speed limits and actual speeds are two different things. There is zero shoulder and when that is mixed with fully loaded semis and a huge amount of traffic it is not safe. Now there will be pedestrian traffic and there is not a suitable sidewalk. It is the making of a disaster. He wants to keep people safe.

Mr. Bench said this will be like the State Street Districts and be a property owner driven plan. Changes will occur when property owners chose to redevelop then there will be opportunities and standards in place. This is simply the general plan and it will develop over time with property owners and business owners. This is not a City mandated plan, it is property owner driven plan not a mandated driven plan.

Mr. Magdaleno said he could understand that strategy, but he sees faults if companies have no intention of moving. If the City is going to wait for them to pull permits, it is not a solid plan. Sidewalks need to be put in place now, not five years down the road. Mr. Clark said Skip Dunn and MCR do run clean sites. If there is a time when there is a gap and the sidewalks are not installed, then that may be an opportunity for the City to do a project and partner with MCR. The City may need to buy some property and pay for that sidewalk to be put in. That is always on the table if there are gaps to be filled in. The City's goal is not to drive out Orem businesses but when they are ready to redevelop then that opportunity will be there.

Kevin Norris has been there since 1978. He understands growth and how things change in the City. He is not up on this subject. He would like to get paper work on Phase 1 or Phase 2. He asked if the City owns or has any ideas about property where businesses could relocate that will give them the same opportunity and it does not impact the business. He asked if the City owned property that they could talk about relocation at some time.

Mr. Clark said no, the City does not own property to relocate businesses. Mr. Norris' property is an asset to the City and they would like to see him stay and not relocate. They always work with businesses through contacts and connections, but the City does not have property to relocate to. Mr. Bench said postcards were sent to every business and property owner and the hope is people will come to the meetings. This will be out in the open.

Bill Gamble with Clyde Companies/Geneva Rock. He said there were a few things to consider. (1) The brown field how that was implemented. With the environmental contractions and stipulations put on them by the Division of Environmental Quality, all their fuel and oil tanks are double contained, all storm water has a management plan, the facility has a spill prevention plan. The only source of hazardous waste at their facility is solvents and if they are ever removed from the property a third party has to do that and take it to a certified land fill that handles hazardous waste. (2) Impediments that come inherently with redeveloping an area is, as businesses move on land other developments come in creating different neighbors in the area. He asked if they were going to be required to put in noise barriers, new traffic patterns and new plants all these impediments that drive the cost of living up for citizens of Orem. As new businesses move into the area is there some way to record against their deeds that they understand that there is a Skip Dunn in the area, an MCR recycling, a Geneva Rock, so they can remove themselves from liability.

Mr. Earl said regarding a specific requirement to put up a fence or sound barrier. No, they would not be required to do that. If protection is deemed to be necessary, the burden is on the one making the improvements to put those barriers in. The City is not legally entitled to record something against someone's property as it would be considered an encumbrance. There would need to be a valid reason to do that. This is the "coming to the nuisance" issue. That is the fear of some of the big businesses that are more heavy industrial. It is presumed that if someone comes in next to an existing business, they understand and accept the area they are coming in to. That does not mean that they will not still complain. Legally, it is very difficult to force a business out. Very few businesses are at risk for something like that, as the standard is very high and rarely met.

Mr. Gamble asked if the zones change to light industrial and mixed use, which they are not opposed to, if zoning starts changing around them and they inherit some of these regulations like hours of operation and are required to change, it would have a significant effect on the work that they do. Stuff like that inherently comes with zone changes. A lot of their operations start very early in the morning which is not good for residential.

Mr. Earl said the City has a sewer treatment plant on the west side of the City, and there has been some residential developments that have come in fairly close to that. He suspects that occasionally there may be some impacts that are not pleasant, but the sewer treatment plant was there first before the new development. When a new development comes in next to an existing facility or business they have to accept what is already there. It is an extreme situation where a business would be forced out.

Ray Gamble, Clyde Companies. He has been employed there for 41 years. In that 41 years there have been three different hot plants and three different Redi-Mix plants on their facility. They need to upgrade equipment to keep up with the times and demands that the community puts on them. They supply a service to the community and they take pride in their product and facility and try to run a clean operation. The hours may be 24/7 in that neighborhood. Mr. Bench said changing out equipment is not redevelopment. The City is not planning on changing the areas between the districts, so the new standards will not affect them. Mr. Staker said the only residential proposed in this concept is on Center Street. The rest is industrial, so it is not like someone will be living next to these facilities. Mr. Bench said the plan is going through a process and will need to be fleshed out with what the neighbors need. During the discussions they may discover that residential is not good for that area.

Mr. Cochran said these are thriving businesses within the community. The City would not want to do anything to see you go. That is how the Planning Commission looks at it. Mr. Gamble said he appreciates that comment, but he is involved in many cities across the State and many want them out.

Mr. Staker asked as far as safety along Geneva Road, would that have to be addressed by UDOT as far as shoulders, so vehicles can pull out of traffic to turn into a site. Mr. Goodrich said he coordinates with UDOT on a regular basis. once a problem is identified and it is shown there is a need, that is when they can start the process to get funding to do safety improvements. He is going to work on seeing if he can get UDOT and others involved in actually making the railroad corridor go away and maybe become a second access for those businesses along the corridor. He wants to put a lot of eyes on the problems that need to be solved in the Geneva Road area and try to get funding for improvements and the railroad to move.

Mr. Magdeleno said regarding the safety issues, all these things that have been discussed take time and he would like to see some immediate action by reducing the speed limit. It does not cost a lot of money. Mr. Goodrich said it is next to impossible to get State or Federal funding if there is no plan adopted. This is not rezoning. This is the brown field study that the City is trying to adopt. In coming phases, they will adopt processes to make the road safer, straighten it out, add traffic lights, remove the railroad, add a corridor along the back. They do not get those kinds of funds unless there is a plan. As this plan goes through the different phases these comments can be taken into consideration.

Chair Spencer 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: Mr. Staker moved to forward a positive recommendation to City Council to adopt the Geneva Road Area-Wide Plan as Appendix "J" of the Orem General Plan. Mr. Moulton seconded the motion.

Those voting aye: Mickey Cochran, Carl Cook, David Moulton, Barry Roberts, Ross Spencer and Mike Staker. The motion passed unanimously.

Minutes: The Planning Commission reviewed the minutes from the previous meeting. Chair Spencer then called for a motion to approve the minutes of May 22, 2019. Mr. Cook moved to approve the meeting minutes for May 22, 2019. Mr. Cochran seconded the motion. Those voting aye: Mickey Cochran, Carl Cook, David Moulton, Barry Roberts, Ross Spencer and Mike Staker. The motion passed unanimously.

Adjourn: Chair Spencer called for a motion and moved to adjourn. Mr. Cochran seconded the motion. Those voting aye: Mickey Cochran, Carl Cook, David Moulton, Barry Roberts, Ross Spencer and Mike Staker. The motion passed unanimously.

Adjourn: 5:40 p.m.

Jason Bench
Planning Commission Secretary

Approved: